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DR. W. RICKEN □

EOGRAPHY

□□□□ OF THE □□□□□□

BRITISH ISLES



BERLIN UND MÜNCHEN  
R. OLDENBOURG



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# GEOGRAPHY OF THE BRITISH ISLES.

Zum Gebrauch in deutschen Schulen

herausgegeben von

**Dr. W. Ricken.**

Mit 54 Bildern und Skizzen und einer Karte  
des britischen Weltreiches.



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## Vorwort.

Daß das Mutterland des mächtigen und hochentwickelten germanischen Volkes, dessen Sprache unbestritten die erste der Weltsprachen genannt werden darf, denjenigen Schülern der deutschen Schulen, die in diese Sprache und in die englische Literaturgeschichte eingeführt werden, vertrauter gemacht werden müßte, als es nach unseren geographischen Handbüchern im erdkundlichen Unterricht möglich erscheint, werden nur wenige Vertreter der neu sprachlichen Fächer, die zugleich den Wert eines guten Unterrichts in der Erdkunde zu schätzen wissen, leugnen wollen.

Nur eine möglichst klare Vorstellung von dem Schauplatze des Lebens englischer Dichter und Denker, von dem Wohnplatze des englischen Volkes und den geographischen Bedingungen seiner Entwicklung und Machtentfaltung kann im Verein mit einer gewissen Kenntnis der Haupttatsachen seines geschichtlichen Werdens die reale Grundlage bilden, ohne welche die historische und poetische Lektüre der Oberklassen (und der späteren Lebenszeit!) der wünschenswerten Freiheit der Bewegung und

damit der erfreuenden Frische und Lebendigkeit allzu oft wird ermangeln müssen.

Aber auch abgesehen hiervon ist es verdienstlich, unseren Schülern schon in den Mittelklassen eine gute Bekanntschaft mit Land und Volk Englands in englischer Sprache zu vermitteln. Denn zunächst gibt es kaum einen besseren Weg, unsere Schuljugend in anschaulicher und würdiger Weise in den Wortschatz der Sprache des Lebens und Verkehrs einzuführen und ihre eigenmündige Fertigkeit im Gebrauche des fremden Idioms zu erhöhen. Demnächst aber verlangen die dringenden Interessen des gewaltig entwickelten und immer mehr zu entwickelnden Gewerbeleibes und Handels unseres rasch sich vermehrenden Volkes, daß möglichst viele gebildete junge Leute sich leicht und gern entschließen, die britischen Inseln (oder auch Nordamerika) aufzusuchen, um daselbst Handel und Wandel, Kunst und Wissenschaft aus eigener Anschauung kennen und diejenige Sprache durch stetigen Gebrauch schnell beherrschen zu lernen, die sie in den Stand setzt, fast mit der ganzen Welt zu verkehren und überall auf dem Erdenrund eine Stellung sich zu erringen und dem deutschen Namen Achtung und Einfluß zu sichern. Daß die Durcharbeitung der *Geography of the British Isles* solchen jungen Leuten die erwünschte Grundlage geben kann, wird anerkannt werden.

Darum wird dieses Büchlein allen Schulen vorgelegt, welche die englische Sprache lehren.

Was seinen Inhalt und die Art der Darstellung angeht, so mag es für sich selbst sprechen. Benutzt sind hauptsächlich: *The Regina Geographical Reader, Book Three, England and Wales*, George Gill and Sons; *Geikie's Geography of the British Isles*, Macmillan (dieses letztere jedoch nur für einige Stellen des Kapitels I), und *Mackinder's Britain and the British Seas*, Heinemann 1902, aus dem auch einige der Skizzen stammen. Die Karten (abgesehen von der Weltkarte) nebst den Skizzen von London und der Übersicht über die alten englischen Grafschaften sind von dem Unterzeichneten für das Buch entworfen worden.

Daß das bescheidene Werkchen eine Frucht mehrjährigen Bemühens ist, wird man gern glauben wollen. Seitdem der Unterzeichnete 1899 in einer kurzen Programmabhandlung den Gedanken berührte, der jetzt hier verwirklicht ist, ist er mit dieser Arbeit beschäftigt gewesen. Wenn sie auch denen nützlich werden kann, die, den eigentlichen Schulen entwachsen, sich in freierer Weise, etwa auch zur Vorbereitung auf einen möglichst fruchtbaren Besuch des Vereinigten Königreichs, über die Verhältnisse des Insellandes unterrichten wollen, kann er sich der darauf verwandten Mühen doppelt freuen.

Hagen i. W., im Dezember 1909.

**Dr. W. Ricken,**  
Oberrealschuldirektor.





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## I. The British Isles.

### A. Divisions.

The British Isles, lying off the (densely peopled) north-west coast of Europe, consist of *Great Britain* and *Ireland*, but there are a host of smaller islands belonging to the United Kingdom, the chief being, in the north, the windswept, treeless *Shetlands*, *Orkneys* and *Hebrides*<sup>1)</sup>, in the Irish Sea the *Isle of Man* and *Anglesey*, in the south, the picturesque *Isle of Wight*, called the Garden of England, and farther out at sea, the fertile *Channel Islands* (with Jersey and Guernsey), the sole remains of England's once extensive French possessions.

Great Britain is larger than Ireland. It consists of *England and Wales*, and *Scotland*.

<sup>1)</sup> Fingal's Cave, in the famous islet of Staffa (Hebrides), a grand example of natural architecture, is formed of basaltic columns, which are as regularly placed, as it would be possible for a mason to place them. They support a roof, from which resounding the waves produce a sweet and wild music. — The small sturdy Shetland ponies and Shetland wool are well known.

*Wales* (the country of the “Welsh” or “strangers”) was conquered in 1282 by Edward the First, King of England; but it still retains the name of a separate principality, and gives the title of Prince of Wales to the eldest son of the Sovereign of England.



(Photoglob Co., Zürich.)

Fig. 1. Fingal's Cave, Isle of Staffa.

*Scotland* was united to England in 1603, when, after the death of Queen Elizabeth, the king of that country (James VI of Scotland) became James the First of England; but England and Scotland had each its own parliament till 1707.

*Ireland* was nominally annexed to England by Henry II in 1172; but it retained its own par-

liament till 1801. Since that year, the four countries known as the United Kingdom have only had one parliament to carry on their affairs.

## **B. Population. Religion. Government.**

There live about 45 million people in the United Kingdom<sup>1</sup>). They are mostly of German origin, and are a brave, strong, hardy race. Teutonic tribes (Angles, Saxons, etc.) crossed the North Sea from Germany in the 5<sup>th</sup> and 6<sup>th</sup> centuries and drove the Britons, a branch of the Celtic family, back to the mountains. The Welsh (in Wales) are the descendants of these ancient Britons; they still speak a Celtic language, closely akin to the Bas-Breton, which still survives in Brittany. The native Irish are also a branch of the Celtic family; but people

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<sup>1</sup>) More than 15 millions, or one third, are housed in sixteen great cities and their suburbs: London, Liverpool-Birkenhead, Manchester-Salford, Glasgow; Birmingham, Sheffield, Leeds, Edinburgh-Leith; Bristol, Leicester, Nottingham, Hull, Bradford, Newcastle-Gateshead, Dublin, and Belfast. More persons are crowded into London than are to be found over the whole of Scotland or Ireland. There is a constant migration of the people from the rural districts into the towns, owing to different causes, among which are the introduction of machinery in farming operations, and the importation of vast supplies of cheap grain from abroad, which causes much of the land that used to be sown with corn to be now turned into pasture, and thereby dispenses with the work of the labourers who were needed for the cultivation of the land, and who are consequently driven into the towns in search of employment.

of English descent are more or less numerous throughout the country, and in some districts of Ulster, the majority of the people are descendants of lowland Scotch colonists (of German origin). The English language, a branch of the German languages, is now spoken in England and in most parts of Scotland and Ireland (Fig. 2).

The two established Churches are the Episcopal Church in England and Wales (governed by 2 Archbishops and 32 Bishops) and the Presbyterian Church in Scotland (governed by a general Assembly). Within the Established Church of England are two great parties and a minor one:

- a) the *High* Church party, who set a great value on ritual and ceremonies;
- b) the *Low* Church party, who are more or less inclined to consider such ceremonies harmful; and
- c) the *Broad* Church party, who demand greater freedom of judgment and research.

Outside the Established Church there are a large number of Nonconformists divided into many sects.

The majority of the Irish people are Roman Catholics. But Presbyterianism greatly predominates in Ulster.

The British Empire is well governed under the sway of a constitutional or limited monarchy. The head of the state is the sovereign, a king or queen, in whose name all acts of government are

carried out. The legislature consists of the two Houses of Parliament, the House of Lords and



Fig. 2. The Celtic-speaking Districts of Modern Britain.

the House of Commons. In the former sit the peers or heads of noble families, and twenty-six English bishops, in all between five and six

hundred. The House of Commons is composed of 670 members, elected by the people. The law allows a Parliament to last seven years.

Any measure introduced into Parliament is called a bill. All bills except money bills, may originate in either house, the latter only in the Commons. The right of voting supplies gives the Commons a preponderance of power. After a bill has passed both Houses and received the assent of the Sovereign, it becomes an Act of Parliament and part of the law of the land.

There are some things which the Sovereign is said to be able to do of his or her own will — for example, to declare war, to conclude peace, to pardon a criminal, to call or dissolve Parliament, to coin money, to create peers. But in point of fact the Sovereign does all these things by the advice of the Ministers (18) for the time being; and the Ministers are answerable to Parliament for the advice they give. It is therefore by Parliament that the country is really governed. The Ministers are chosen from that party which has the majority in the House of Commons.

### **C. Geographical Conditions of the British Isles.**

Compared with other countries, the British Isles are small in size. They might all go into a mere corner of Russia; and they cover but half of the area of some of the United States of America.





(Arnold-Forster, Our Great City.)

Fig. 3. The Houses of Parliament.

As regards number of inhabitants, too, they are far from standing at the head of the nations. And yet in the history of the last four hundred years no people has played a more important part than the people inhabiting the British Isles. They have not merely taken a foremost place among their European neighbours, but have extended their influence to every corner of the globe, and have built up a more wide-spread empire than has ever before existed. England is the workshop and market of the world, and her ships are the ocean-carriers for herself and many other nations. During the last centuries she has become the first industrial state of the globe.

When we try to discover the *causes* which have led to this remarkable pre-eminence we learn that one of the most important of them is to be found in the geography of the country; in other words, in that *fortunate position* on the earth's surface, and those advantageous circumstances of topography, climate, and mineral wealth which have enabled the British people to make such strides in the general competition of the nations.

The British Islands stand in the centre of the great land masses of the globe<sup>1)</sup> (Fig. 4). This

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<sup>1)</sup> Moreover, they are, as islands, in a fine position for defence. Shakespeare, in Richard II, makes a dying patriot speak of England as:

“This precious stone set in the silver sea,  
Which serves it in the office of a wall,  
Or as a moat defensive to a house,  
Against the envy of less happier lands.”

position, with Europe and Asia on one side, and America on the other, facilitates the trade of the country with most of the chief ports of the world.

Before the great geographical discoveries of the fifteenth and sixteenth centuries, Britain was



Fig. 4. The Land Hemisphere, showing the Mediterranean Ocean (the "Atlantic") and the central position of Britain.

at the end of the world — almost out of the world. At one point (Calais-Dover) her white cliffs might be seen from the mainland of Europe, and from this she stretched, northward and westward, away from the life of the continent. During two

thousand years Britain was at the margin, not in the centre, of the theatre of politics. But, since the sixteenth century, she gradually becomes the central, rather than the terminal, land of the world. Thus, seen in relation to earlier and to later history, Britain is possessed of two geographical qualities:



Fig. 5. White Chalk Cliffs of Dover.

*insularity* and *universality*. Before Columbus, the insularity was more evident than the universality. After Columbus, value began to attach to the ocean-highway, which is in its nature universal. Even the great continents are only vast islands and discontinuous; but every part of the Ocean is accessible from every other part<sup>1)</sup>.

<sup>1)</sup> In the second century of the Christian era Ptolemy, an Alexandrine Greek, wrote a book which was the classic

As Britain consists of a group of islands, and as the sea runs in many long inlets far into the land, no inland place can be very far from the sea. This “insular character”, as it is called, is a most important fact in the geography of the country, for it has notably affected the character of the climate and the pursuits of the people. At its broadest part, between Cardigan Bay and Great Yarmouth, Great Britain is about 250 miles<sup>1)</sup> in width, and at its narrowest part there is a breadth of only 25 miles between the inlets of the eastern and western seas at the Forth and Clyde. It is evident that no place in the island is more than about 60 miles from the sea, and that the vast majority of places are much less than that distance. The port of London on the east side of the country is little more than 100 miles from the port of Bristol on the west side. That the inhabitants of Britain should have loved the sea and become a race of stalwart mariners, daring and bold, deliberate and enterprising, is only what the character of their country might lead us to expect.

The *rivers* of the British Isles, in spite of the shortness of their course, are navigable, and at high tide, the largest ships can reach the (safe and splendid) harbours which lie far inland.

of geography a thousand years later. He pictured the land as continuous and the sea as divided into vast but separate lakes, Atlantic and Indian. In such a world general maritime empire would have been impossible

<sup>1)</sup> 1 English mile = 1,609 km (about 18 or 20 minutes' walk). 1 German mile =  $4\frac{2}{3}$  English miles = 7,42 km.

The “mountains” of the British Isles are not long ranges, but there are separate highlands, with many depressions, which have been very largely availed of for canal purposes. A *net-work of water-way communications* has thereby been established over England and Ireland and the central Lowlands of Scotland. Vessels can thus be taken across from sea to sea, and seaports on opposite sides of the islands were brought into communication with each other more directly and securely than by a circuitous sea-passage.

Among the various circumstances constituting the “geographical conditions” of any country one of the chief is undoubtedly *Climate*, which, in as much as it regulates the character of the vegetation and animal life, determines the suitability of the region as a dwelling-place for man.

If distance from the equator had been the only determining cause of climate, Britain should have had as rigorous a climate as Labrador<sup>1)</sup>. The

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<sup>1)</sup> Nearly in the same latitude are:

*Lizard Point* (Land’s End), Amiens, Bingen, Rati-  
bor; Winnipeg, south coast of Labrador.

*Cape Clear* in Ireland (Cork), *Bristol*, *London*,  
Essen, Halle.

*Humber*, Hamburg.

*Londonderry* (Ireland, north), *Solway Firth*, *New-  
castle*, Tilsit.

*Glasgow* (Scotland), *Berwick* (England), Copen-  
hagen, Memel.

*North coast of Scotland*, South of Norway, Norr-  
koeping, Dorpat.

winter of London would have been like the present winter of Iceland, and the winter of Edinburgh like that of South Greenland. But the fortunate position of Britain, projecting so far into the ocean<sup>1)</sup> and towards the current of the Gulf-Stream, whence the prevailing westerly and south-westerly winds carry warm air and vapour to the country, has given it a healthy climate of moderate heat and cold<sup>2)</sup>.

The air is moist, rains are frequent, but not heavy. The oceanic border is the most rainy portion of Britain. The western and southern parts are warmer than the eastern<sup>3)</sup>. The weather

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<sup>1)</sup> Nearly in the same longitude (on the same meridian) are:

*London, Bordeaux, Timbuctoo.*

*Glasgow, Plymouth, Brest.*

*Dublin and the Scilly Isles.*

*Limerick (Cork) and Porto.*

Ireland stretches farther to the west than the Continent of Europe does in Portugal.

Land's End is the most westerly point of England, but not of Great Britain, the west coast of Scotland stretching farther out into the Atlantic.

Edinburgh and Leith, on the east coast, are more westerly than Liverpool, and even than Bristol, on the west coast.

<sup>2)</sup> Difference between average temperature of January and July: Dublin 10,7° C, London 13,9, Berlin 19,4, Vienna 22, Moscow 30.

<sup>3)</sup> Forres, a small town on the Moray Firth, is much warmer in the winter season than London, which is more than 500 miles to the south of it. Even the Shetland Islands are in winter warmer than bright and sunny



is not too hot in summer, nor too cold in winter for out-door work. The climate of Ireland and of some of the smaller islands (Isle of Wight, Scilly Islands) is still more mild and humid than that of Great Britain. Plants of hotter climes grow well there. The moistness of the atmosphere, being



(Photochrom Co., Ltd., London.)

Fig. 6. Shanklin Village, Isle of Wight.

peculiarly favourable for meadows and pasturage, is the chief cause of the perpetual verdure of the fields. It has procured for Ireland the name of the *Emerald Isle* ("Erin" = Green Isle).

Kent. — On an average January night the Land's End is six degrees warmer than is the region of the East Midlands, whereas in July these midland districts (tributaries of the Wash) are six degrees warmer than the coasts of northern Scotland.



The vegetable *products* of the British Isles consist of the different grains or cereals (wheat, barley,



Fig. 7. The British Coal-Fields.

oats), grasses and clovers, green crops (turnips, potatoes etc.), flax, hops, apples, pears, garden vegetables and fruit. Owing to the free importation

of corn from abroad, the cultivation of wheat is decreasing, and the land is more largely thrown into pasture. Fully nine-tenths of the remaining British wheat-fields are concentrated in eastern England, since to yield wheat abundantly demands a hot dry summer. Roots and clover are characteristic of the highly farmed districts of the east of England and of Scotland, while potatoes and oats are characteristic in Ireland. Flax is practically limited to Ulster (Belfast-Londonderry), and hops to the four counties of Kent, Sussex, Hereford, and Worcester. Finally, Kent, Devon, and the lower Severn valley abound with orchards. Britain imports a large proportion of the vegetable food-products required for the population, and does not grow any in quantity sufficient to be an important article of export.

One of the chief sources of wealth in the British Isles lies in the minerals. England's success in industry is chiefly owing to her large stores of coal<sup>1)</sup> and iron<sup>2)</sup>. Coal is found in each

<sup>1)</sup> Tons of coal raised (1906) in:

United States of America	about 370 million	
Great Britain . . . . .	" 250	"
German Empire . . . . .	" 190	"
France . . . . .	" 35	"
Belgium . . . . .	" 25	"

<sup>2)</sup> Tons of raw iron produced (1906) in:

United States of America	about 25 million	
German Empire . . . . .	" 12	"
Great Britain . . . . .	" 11	"
France . . . . .	" 3	"
Belgium . . . . .	" 1	"

of the three kingdoms, but most extensively in England and Wales (Fig. 7). Iron ore occurs in many districts associated with the coal, and also in veins and masses in other places<sup>1</sup>). Ores of lead, tin, copper, and zinc have been mined to a large extent, and even gold is worked on a small scale in Wales. Large beds of rock-salt supply a vast amount of salt every year. There are many varieties of building materials, such as granite, sandstone, limestone, slate. Clay of various kinds is obtained in large quantities for making bricks and pottery.

Except minerals, Britain does not yield any considerable supply of "raw materials" for export. On the other hand, a great variety and vast quantity of substances are imported both for the use of the population and to be manufactured into various articles, and to be exported to other countries. The chief imports are food-stuffs (grain, flour, sugar, tea, coffee, fish, sheep, cattle, etc.), substances connected with clothing and textile manufactures (raw cotton, flax, hemp, jute, silk, wool), and a large number of materials required in the various industries of the country. The exports are also multifarious, but the chief are textile fabrics (cotton, woollen and worsted, linen and jute goods), manufactured iron and steel, machinery and coal.

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<sup>1</sup>) The iron industry of England, with Birmingham, Sheffield, Middlesborough in Cleveland, Barrow-in-Furness (near the Lakes) as its centres, is one of the first in the world.

The *trade* of Great Britain and Ireland with other countries has therefore attained enormous dimensions<sup>1)</sup>. The chief countries with which this commerce is conducted are — British possessions, United States, Germany, France, Argentine Republic, Holland, Belgium, Russia. To carry on so vast a commerce, hundreds of ships are daily arriving at, and departing from, the (deep and spacious) harbours of the British Isles<sup>2)</sup>.

The introduction of steam-locomotion entirely revolutionised the internal traffic of the country, and has materially affected the distribution of the population. A railway map of Britain shows at a glance, by the relative proportion of the lines of railway, which are the densely and which the sparsely peopled regions.

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<sup>1)</sup> Annual value of the exports about £ 500 000 000, of the imports £ 650 000 000.

<sup>2)</sup> Setting aside very small ships, Great Britain and her colonies have about thirty thousand vessels, under sail or steam, ploughing the oceans of the globe. The ships which enter and leave the ports of the British Isles carry goods to the value of a thousand millions of pounds every year.

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## II. England and Wales.

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### A. Area and Population.

The whole island of Great Britain is bounded on the east by the German Ocean or North Sea; on the south by the English Channel, which at its narrowest part (Strait of Dover) is only 21 miles



Fig. 8 Land's End.

(Photoglob Co., Zürich.)

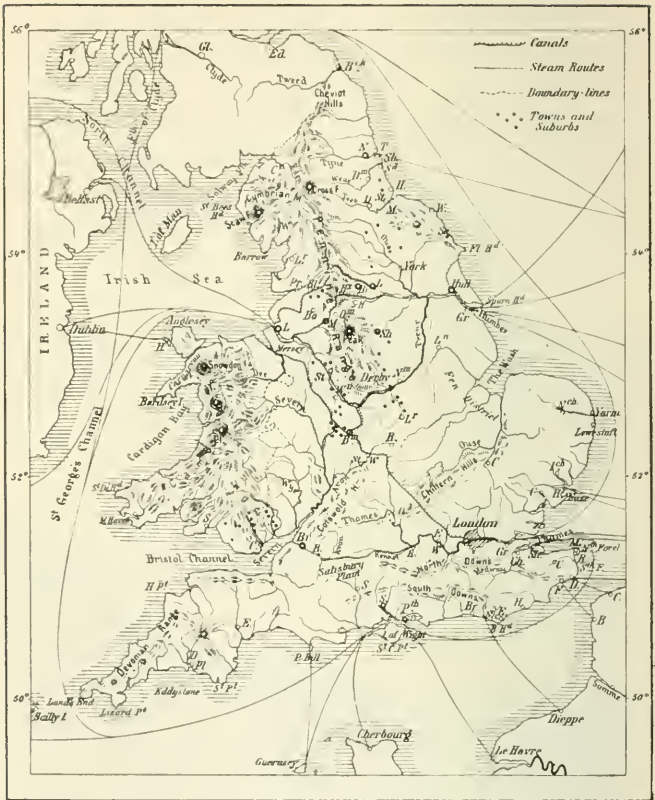


Fig. 9. England and Wales.

wide; on the west by the Atlantic Ocean and the Irish Sea; on the north by the Atlantic.

The coast line of Great Britain is extremely irregular, especially in Scotland and on the west side; but the inlets of the east side are of greater importance than those of the west side.

*England is divided from Scotland* by the lower Tweed, the Cheviot Hills and the Solway Firth. Its extreme length from the Lizard Head to Berwick-on-Tweed is 435 miles. The distance from Land's End to the North Foreland is 330 miles.

The kingdom of England and Wales is less than half the size of Prussia. But as the population is very dense, there are nearly as many people living in England (about 36 millions) as there are in Prussia (about 40 millions).

Three-fourths of the people live in towns. Greater London alone contains one-fifth of the whole population.

## B. Physical Features.

There are *three mountainous districts* in the country.

In the north the *Pennine Range* — “the backbone of England” — extends from the Cheviot Hills (river Tweed) to the Peak in Derbyshire and forms the boundary between the three eastern and the three western counties of the north of England. The highest top of the Pennine Chain (lower, however, than the summits of the Thuringer-wald) is Cross Fell, which stands 3000 feet<sup>1)</sup> (= 910 m) above the level of the sea. The Cumbrian Group<sup>2)</sup>, west of the Pennine Chain,

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<sup>1)</sup> 1 English foot = 0,305 m.

<sup>2)</sup> Cambria (= Wales) and Cumbria (an old British kingdom including Cumberland and south-west Scotland)

containing a dozen peaks over 3000 feet high, fills the counties of Cumberland and Westmoreland (the "Lake district"). The highest of the Cumberland peaks (and the highest eminence in England proper) is Scaw Fell<sup>1)</sup> (as high as the Beerberg). The Lake district is one of the playgrounds of England for people who like to climb hills in their holidays. The Cumberland lakes (Grasmere, etc.) are celebrated for their beautiful scenery. The largest of them, dotted here and there with pretty islands, is Windermere<sup>2)</sup>.

In the west the *Welsh* or *Cambrian Mountains* fill the greater part of Wales. The loftiest of all the peaks about here is Snowdon<sup>3)</sup> (about 3600 feet or 1100 m), the highest mountain in England and Wales (but not higher than the "Schneeberg"

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are a name derived from "the Cymri": the Welsh belong to the Cymric branch of the Celtic race.

<sup>1)</sup> On a clear day Wales, Scotland, the Isle of Man, and even Ireland, may be seen from its summit.

<sup>2)</sup> Windermere, Grasmere, Rydal Mount, Kerwick — all in the Lake district — remind us of Wordsworth, Coleridge, Southey and the "Lake School".

<sup>3)</sup> Snowdon is nearly 400 feet higher than Scaw Fell in England, but more than 800 feet lower than Ben Nevis in Scotland. — The view from the top of Snowdon is grand. Around it are the many peaks of Snowdon; then the distant mountains beyond are seen with their deep valleys and some of the lakes that nestle in them. The Irish Sea lies far below and can be seen from shore to shore. Quite close at hand is Anglesey, with the Menai Strait and the bridges that span it; farther away is the Isle of Man; farther north, part of Scotland is seen.





(Photoglob Co., Zürich.)

Fig. 10. Snowdon from Llyn Llydau.

in the Fichtel Mountains). Near the middle is Plinlimmon, which throws off two of the chief streams in South Britain — the Severn and the Wye.

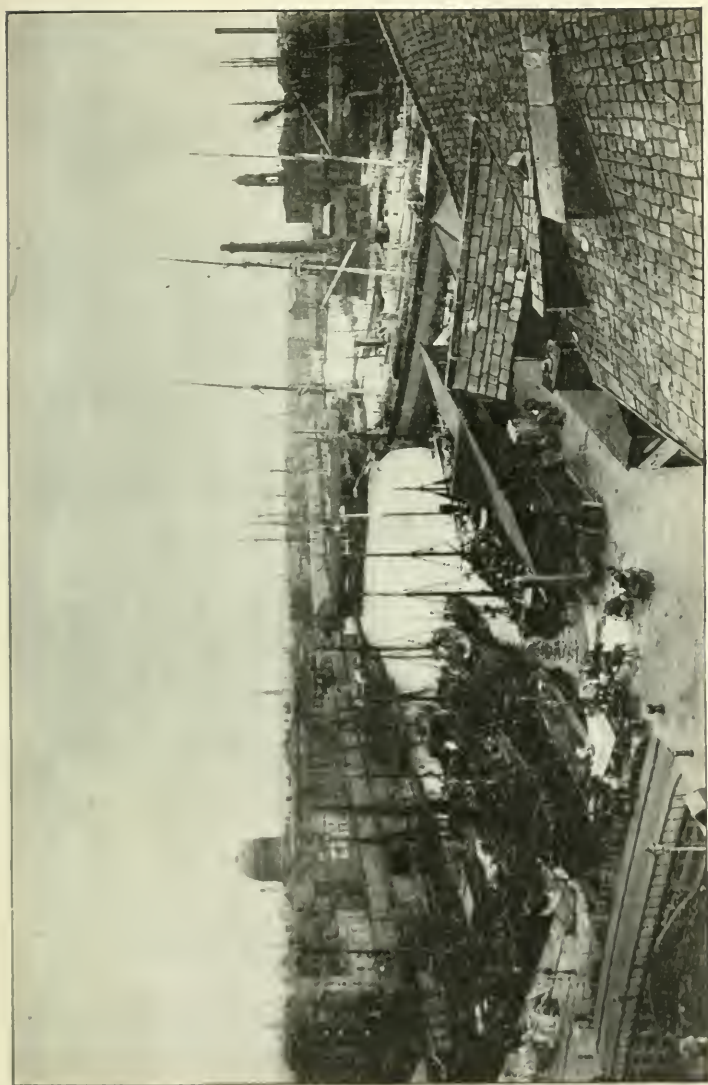
In the south-west, the *Devonian Range* extends from Somerset through Devon and Cornwall to Land's End. Its peaks are not so high as those of Wales and the north of England<sup>1</sup>).

The most important of the smaller elevations are the three chalk ranges branching out from Salisbury Plain: the South Downs, stretching along the south coast down to Beachy Head, the North Downs, ending at Dover, the Chiltern Hills with the Norfolk heights, a long line of low hills stretching all the way from the Norfolk coast and even crossing the Thames between Oxford and Reading.

The principal *plains* are: The fertile plain of York, the most extensive level district in England, one of the richest in coal, including the great coal-fields of Northumberland, Durham and Yorkshire; the Central Plain, occupying nearly all the middle of England (round Birmingham); the Cheshire or Western Plain, between the Pennine Range and the Welsh Mountains; the Eastern Plain, east of the Chiltern Hills ("Old England").

The *most important water-parting* of England is the "*Great Central Watershed*". It is formed by the Pennine Chain and the lower hills of the Central Plain of England. Thus it runs from the Cheviots to the basin of the Thames.

<sup>1</sup>) The Cornish Hills abound with tin, copper, and lead.



(The British Isles, Cassell & Co., Ltd. London.)

Fig 11. In the Liverpool Docks.

From the Pennine Chain the rivers flow east and west<sup>1)</sup>).

The *Tyne*, the *Wear*, and the *Tees*, rising near Cross Fell and flowing, in their lower courses, over one of the richest English coal-fields<sup>2)</sup>, run eastward into the German Ocean, whilst the *Eden*, running down from the western slope of the Pennine Chain, flows by wood and rock northward or northwestward into the Solway Firth.

The *Yorkshire Ouse* also rises in the northern parts of the Pennine Chain, but makes a great bend and flows southward into the mouth of the *Humber*, whilst the *Trent*, which, in its upper course, is fed by the waters of two tributaries running down from the Peak, makes a great bend in the opposite direction and flows northeastward into the Humber, carrying down to the sea the black mud of the richest English coal-fields.

On the westside of the Pennine Range the *Mersey*, also running down from the Peak, flows with its noble mouth into the Irish Sea.

Both the Mersey and the Humber form stately inland basins for the great ships of commerce. The Mersey is the outlet for the immense trade of Liverpool, and the geographical centre of Great Britain and Ireland.

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<sup>1)</sup> As there is much more rain on the western slopes of England, the western rivers contribute much more water to the sea than the eastern.

<sup>2)</sup> Here the coal even dips below the German Ocean. The miners at work in some of the pits may hear the sea rolling over-head.

Between the Trent and the Chiltern Hills a number of rivers running from the midland hills flow to the North Sea through the low marshy district of the Fens<sup>1</sup>). They may be grouped in one large basin — the basin of “*the Wash*”.



(Photoglob Co., Zürich.)

Fig. 12. Tintern Abbey, on the Banks of the Wye.

The source of the largest of them, the *Great Ouse*, is only about 240 feet above the level of the sea.

The left bank of the *Thames* (— which flows eastward into the North Sea) gets all its waters

<sup>1</sup>) Farming is the chief employment of the people in this part of England. There are no large towns in it.

from the central heights, while the right bank is fed by the North Downs<sup>1</sup>). The Thames is united to the Severn by means of the Severn Canal.

The Cotswolds bear the head-waters of the Thames, which converge upon Oxford and flow thence to Reading through a gap in the chalk of the Chilterns.

The fertile valley of the Thames includes the richest land in England. The river is navigable nearly the whole length. Canals have been made from it in all directions.

Most of the rivers which flow down the shorter slopes of the Cambrian Mountains are rapid and short and run into Cardigan Bay<sup>2</sup>); but the *Severn* and the *Wye*, rising in Plinlimmon, sweep down through the eastern valleys of the Welsh Mountains to the Bristol Channel, and take their rank among the finest rivers of the land.

The *Dee* rises in the northern part of the Cambrian Range and flows eastward and northward into the Irish Sea, which it reaches not far from the mouth of the Mersey. Its estuary is so shallow that at low tide its sandy bed is almost dry. So it is of little use to commerce.

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<sup>1</sup>) The Downs form the watershed of many short rivers that run north into the Thames, and south into the English Channel.

<sup>2</sup>) They flow through lovely valleys, and as their waters abound in fish, they are frequented by tourists who are fond of fishing.



The peaceful *Upper Avon* or *Stratford Avon*<sup>1)</sup>, the chief tributary of the Severn, rises in the Central Plain of England (Fig. 13).

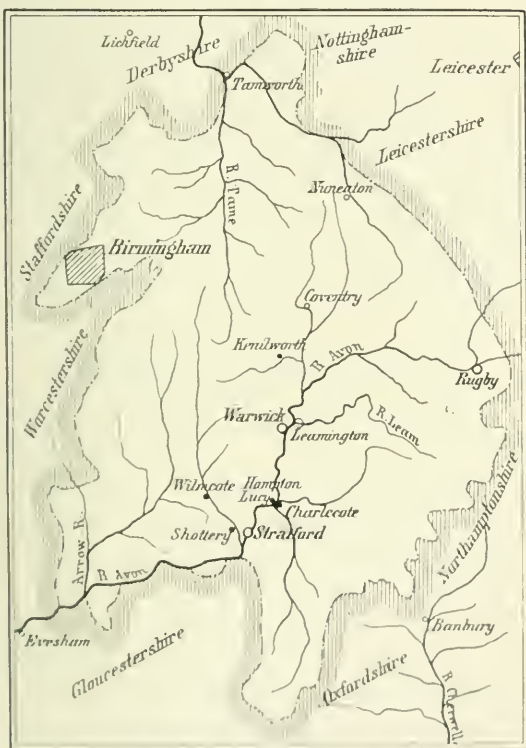


Fig. 13. Shakespeare's Country. Warwickshire.

<sup>1)</sup> Stratford-on-Avon, in Warwickshire, not far from Warwick, is the birthplace of England's greatest poet, William Shakespeare. The old city of Coventry with its three ancient churches and many other memorials of the past lies on a tributary of the Avon (Fig. 13).

The *Lower* or *Bristol Avon*, rising near the sources of the Thames, flows westward into the mouth of the Severn or the Bristol Channel.

The largest river basins of England are those connected with the Humber, the Thames, the Severn, the Wash (too shallow for navigation), the Mersey. The Tyne, the Humber, the Thames, the Severn, the Mersey are all that great commercial rivers ought to be — slow in current; with broad mouths; with high tides; and without bars. In the Severn the tide rises higher than in any other harbour in Europe.

### C. The Coast of England.

Two thousand miles of coast encircle England from Berwick-on-Tweed to the head of Solway Firth, though the three straight lines drawn from Berwick to Dover, from Dover to Land's End, from Land's End to Berwick would be hardly eleven hundred miles.

The North Sea, which flows between England and the mainland of Europe, is very shallow, except near the shores of Norway, for the mean depth of the whole basin is only about 180 feet.

In far-off ages, England was joined to the mainland of Europe, and the North Sea did not exist.

In the midst of the North Sea are huge sand-banks, where the sea is not more than forty feet deep. One of these banks, which stretches from



Flamborough Head to the shore of Denmark, is the best fishing ground in the seas which wash Europe ("Dogger Bank").

There is a vessel going southward. Let us get in. She comes from Newcastle, has passed *Whitby*, with the ruins of the famous Abbey, and is now leaving *Scarborough*. We soon reach *Flamborough Head* (between the Tees and the Humber), one of the most striking features on the east coast. It rears its bold face on the Yorkshire coast 440 feet (104 m) above the foaming billows. It is formed of white chalk, and glistens in the sunshine, a pleasing landmark to the sailor at sea.

Further south, is seen a long spit of shining sand and shingle, called *Spurn Head*, which, opposite *Grimsby* (in Lincolnshire), shelters the broad waters of the Humber.

Still going southward, we see, in the distance, that wide shallow bay called the *Wash*.

Then the ship runs along the coast of Norfolk, and, turning again to the south, arrives at a chalk cliff, called *Lowestoft Ness*, the most easterly point of English soil.

Further south is the port of *Harwich* (in Essex) where steamers start daily for Antwerp and for Rotterdam (great continental traffic). *The Naze*, which is close by, is a low cliff marking the point where the land slopes westward to the *Mouth of the Thames*.

Let us cross over to the shining chalk cliffs on the Kentish shores. Here, between *Margate*

and *Ramsgate*, two favourite resorts of the Londoners, the *North Foreland* stands out, a bold cape; and very soon, we reach *Deal*<sup>1)</sup> and “*the Downs*”, a busy roadstead sheltered by the *Goodwin Sands* from the fury of the waves (Fig. 14).

On leaving the Downs, our ship doubles the *South Foreland*, another chalk cliff, with its two lighthouses.



Fig. 14. Kent.

We are now in the *Straits of Dover*, that “silver streak” flowing between England and France, which, on a fine day, sparkles in the sunshine when seen from the high cliffs of *Dover* or of *Folkestone*<sup>2)</sup>.

<sup>1)</sup> Deal was the place where Julius Caesar landed, B. C. 55, to conquer the Britons.

<sup>2)</sup> Dover and Folkestone are the two steam-packet stations for France — the one connected with Calais, the other with Boulogne. The trans-Atlantic steamers of the German lines stop at Dover.



(Photochrom Co., Ltd., London.)

Fig. 15. Freshwater Bay, Isle of Wight.



Fig. 16. The Needles.

Beyond Folkestone the coast is flat for a long distance, till, after passing *Hastings* (Battle of Senlac, 1066), *Pevensey* and *Eastbourne*, we reach *Beachy Head*, one of the boldest cliffs of England (where the South Downs reach the Sea).

Still sailing westward we pass *Brighton* and other towns and watering-places, and at last, after reaching *St. Catherine's Point*, in the *Isle of Wight*, we see the grandest of all the chalk cliffs of England, — those white pointed rocks, the *Needles* (with a famous lighthouse).

The lovely Isle of Wight (in Hampshire) forms a splendid shelter for the two harbours which run inland to the north, and take their names from the towns that have risen up on them, — *Portsmouth*, the principal naval port of England (and a first-class British fortress), and *Southampton* (110), the splendid harbour and great mail steam-packet station, doing a large trade with the Channel Isles, America and the East, and being of interest also from the fact that the North German Lloyd steamers touch there on their way from Bremen to New York.

Further to the West the coast grows bolder. We reach *Portland* and *Start Point*, on the Devonshire coast. Later on, we pass *Plymouth Sound*<sup>1)</sup> (with Plymouth-Devonport [180], the second naval

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<sup>1)</sup> It was on Plymouth Hoe, an elevated piece of ground, that Sir Francis Drake and his friends were playing bowls, when the Spanish Armada appeared in 1588.

station), where the steamers of the Hamburg-America Line and those of the North German Lloyd call weekly on their way from New York, and catch sight of the *New Eddystone Lighthouse*, eight and a half miles from the shore.



(Valentine & Sons, Dundee.)

Fig. 17. Portsmouth Harbour.

The rugged coast of Cornwall stretches out before us; we sail south-westward, till the rocks of the *Lizard*, the most southerly point of England, are reached.

The West Coast is mostly bold and rocky.

From the *Land's End* to the mouth of the Cheshire Dee, the shores everywhere show us

how the angry billows of the Atlantic gnaw and nibble at the rocks.

Giant headlands frown down on the raging waves. Deep inlets, where the softer rocks have been eaten away by the hungry ocean, pierce the coasts.



(Photoglob Co., Zürich.)

Fig. 18. Plymouth, Eddystone Lighthouse.

Ages ago, the Scilly Isles and Cornwall were united; but the rough ocean has rent them asunder.

If we look at the map, we shall notice that the west coast is broken by three great openings, — the *Bristol Channel*, *Cardigan Bay*, and the *Irish Sea*.



(Photoglob. Co., Zürich.)

Fig. 19. Lizard Head.



*Hartland Point* overlooks the entrance to the Bristol Channel; *St. David's Head* commands a view of St. George's Channel. Not far to the south of this, we find one of the finest harbours in the world, — *Milford Haven*, — where all the ships of the British navy<sup>1)</sup> might ride safely at anchor.



(Photoglob Co., Zürich.)

Fig. 20. Holyhead. South Stack Lighthouse.

Next we notice *Bardsey Island*, — the isle of the Bards — off the cape at the end of the

<sup>1)</sup> The British navy is large enough to be a match for any two or three fleets combined of the greatest continental powers of Europe. In round numbers it has 200 000 officers and men.



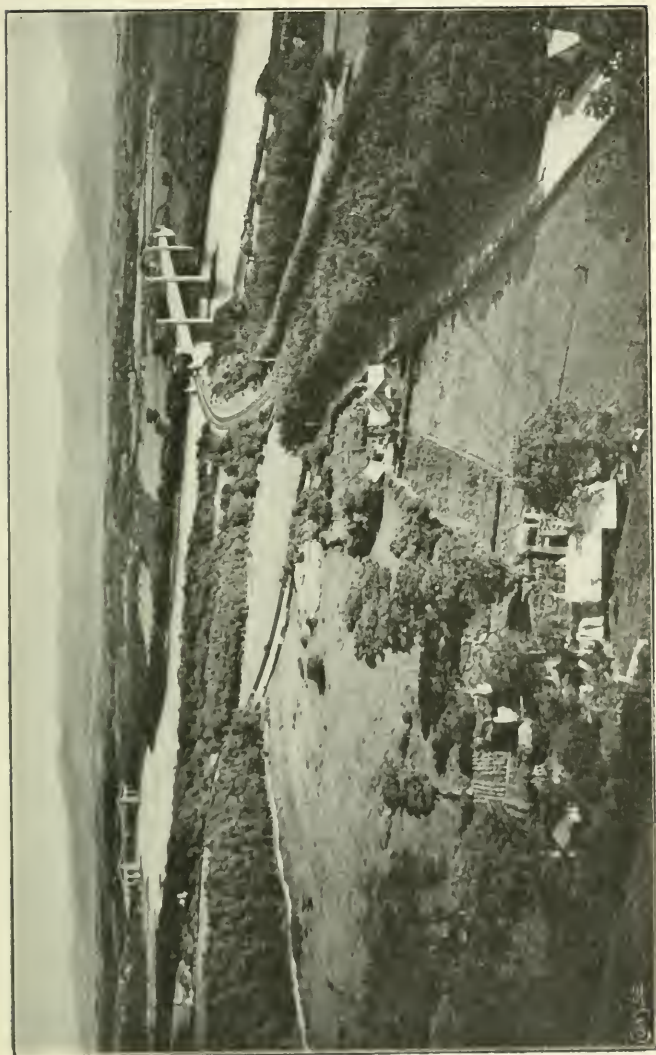


Fig. 21. Menai Strait (The Bridges).

(Photoglob Co., Zürich.)

peninsula of Carnarvonshire, which forms Cardigan Bay.

Then we reach the island of *Anglesey*. From *Holyhead*, a little island on the coast of Anglesey, but an island at high tide only, mailboats run across to Dublin in about four hours. Holyhead is joined to Anglesey by a railway embankment and an old bridge; and Anglesey is also joined to the mainland by a railway and two splendid bridges.

Standing out farthest from the next great bend of the western shores is *St. Bee's Head*, which overlooks the entrance to the Solway Firth. West of St. Bee's Head the *Isle of Man*<sup>1)</sup>, with its lofty mountains and huge cliffs, lifts its head out of the middle of the Irish Sea.

## D. The Counties of England.

There are *40 counties in England*,<sup>2)</sup> and 12 in Wales.

The division into shires<sup>2)</sup>, ruled by an Earl, is said to have been made by King Alfred. The Norman title for Earl was Comte, from which are derived the terms of count and county.

A county is a separate district having its own local officers for the management of its affairs.

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<sup>1)</sup> The Isle of Man was long a separate lordship; it has still its own laws and courts, and is not affected by the Acts of the Imperial Parliament unless expressly named.

<sup>2)</sup> A *shire*: literally a portion of land *shorn* from the rest for the purposes of government („Teil“, „Abschnitt“).



is the old county town of Lancashire; but either Manchester or Liverpool is twenty or thirty times larger than Lancaster.

Of the 40 (old) English counties, 20 are washed by the sea, and 20 are inland (Fig. 22). Rutland, in the basin of the Wash, is the smallest of these counties. The largest county is Yorkshire, which fills more than a tenth part of the whole country, and is forty times larger than Rutland.

The *Maritime Counties* are:

Northumberland, Durham, Yorkshire, Lincolnshire, Norfolk, Suffolk, Essex, Kent; Sussex, Hampshire, Dorsetshire, Devonshire, Cornwall; Somersetshire, Gloucestershire, Monmouth, — Cheshire<sup>1</sup>), Lancashire, Westmoreland, Cumberland.

The *Inland Counties* are:

In the basin of the Trent: Staffordshire, Derbyshire, Nottinghamshire, Leicestershire.

In the basin of the Wash: Rutlandshire, Northamptonshire, Bedfordshire<sup>2</sup>), Huntingdonshire, Cambridgeshire.

In the basin of the Thames: Oxfordshire, Buckinghamshire, Hertfordshire, Middlesex, Surrey, Berkshire, and Wiltshire.

In the basin of the Severn: Herefordshire and Shropshire, Worcestershire and Warwickshire.

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<sup>1</sup>) Chester (on the right bank of the Dee), an old Roman military post, is perhaps the most quaint and mediæval looking town in England.

<sup>2</sup>) Bedfordshire is the first agricultural county in England. — John Bunyan was a Bedfordshire man.

## E. Metropolitan and Industrial England.

The *south-east of England* is in the main a fertile undulating lowland, richly cultivated, and at present devoid of coal mines. Its life is so concentrated in the vast metropolis, which has nearly seven million people, that of other towns only two, Portsmouth and Plymouth-Devonport, have as many as 200 000 inhabitants; and there are only three more, Brighton, Southampton, and Norwich, of more than 100 000.

The *north-west*, on the other hand, has two wide uplands, the Cambrian and the Pennine, whose higher levels are fit only for sheep-walks and grouse-moors, but the lower slopes, together with the plains around, contain the visible coal, and bear the chief industrial life of England. There is here no one predominant centre of population, but two cities, Liverpool-Birkenhead, and Manchester-Salford, of near a million inhabitants each; three, Birmingham, Leeds, and Sheffield, of half a million; and six of a quarter of a million (and more), Newcastle-Gateshead, Hull, Bradford, Nottingham, Leicester, and Bristol. There are a dozen more of at least 100 000. These two regions of widely differing aspects may be distinguished as *Metropolitan* and *Industrial England*. They meet along a line drawn diagonally from the mouth of the Severn to the Wash.

In *Metropolitan England* nearly all the main roads and railways converge upon London. There

are in this part of the country no considerable sources of mechanical motive power. The whole region has more or less of a residential character.

*Industrial England*, on the other hand, has several important cross roads. It has but a small population of the leisured classes, for rich and poor alike are workers, and as a result the prevalent opinions both in politics and religion differ not unfrequently from those of the metropolis. Moreover, the social life of Metropolitan England is old and aristocratic, whereas that of Industrial England is new and more democratic.

## F. Towns.

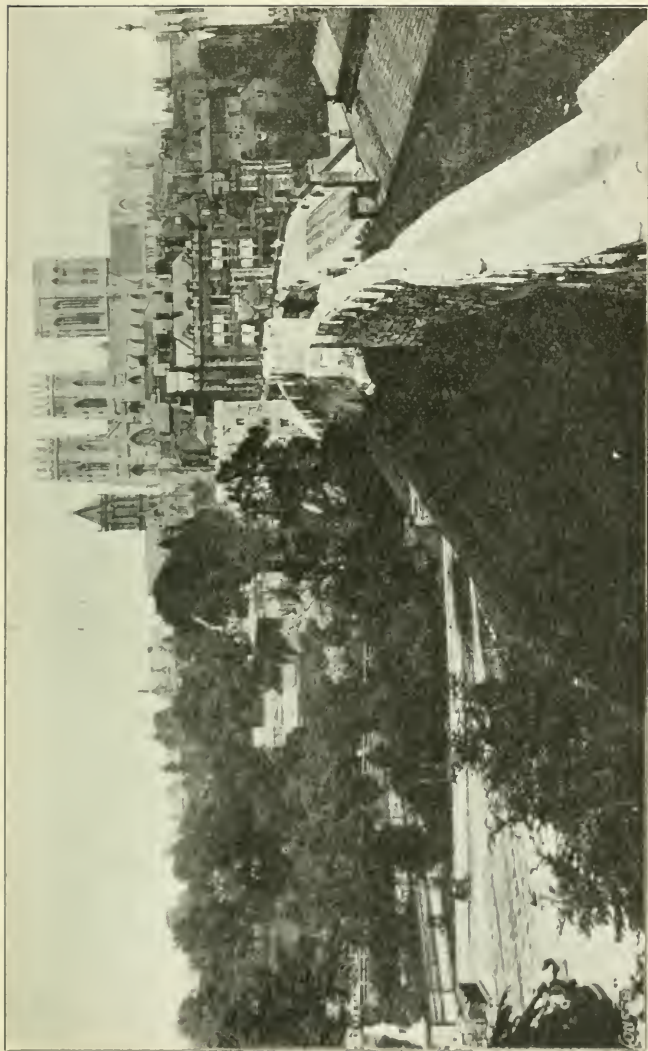
### a) In Industrial England.

*The 6 Northern Counties.* — With the exception of Newcastle-on-Tyne<sup>1)</sup>, which had a trade of coal in Tudor times, all the industrial towns of the north are very recent compared with the fortress-city of *Durham*, on the Wear (University). The lower reaches of the three Northumbrian rivers, the Tyne, the Wear, and the Tees, are the scenes of chief activity. Coal in close proximity to the sea is the origin of the wealth; engineering and ship-building<sup>2)</sup> are the principal industries.

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<sup>1)</sup> A wonderful high-level railway-bridge, a quarter of a mile long, crosses the Tyne. The town on the Durham side of the bridge is Gateshead.

<sup>2)</sup> About 850 ships (with a carrying capacity of about 1 700 000 tons) are annually built in Great-Britain. The two great centres of English ship-building are: the mouths



(Photoglob Co., Zürich.)

Fig. 23. York from City Walls.



*Newcastle* is one of the most important sea-ports of England. Gateshead, South Shields, North Shields, Tynemouth may be called suburbs of Newcastle<sup>1</sup>). At the mouth of the river Wear is ship-building *Sunderland* (150). Round the mouth of the river Tees are *Darlington*, *Stockton*<sup>2</sup>), *Middlesborough*, and *Hartlepool*. Middlesborough (in Yorkshire) is in the centre of the Cleveland iron or steel district.

*York* (80), on the Ouse, which the Romans made the chief city of Britain (Eboracum), and where Hadrian, Severus, Constantine, and other Roman emperors, sometimes resided, is one of the few cities of England that can still boast of its old walls. The city has a fine minster and twenty-three churches, and is the seat of an Archbishop, who ranks next to the Archbishop of Canterbury. *Leeds*, on a tributary of the Ouse, south-west of York, is by far the largest town in Yorkshire, and the great seat of the woollen manufactures, in which *Bradford*, *Halifax* and *Huddersfield*, and other neighbouring towns, are also

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of the three Northumbrian rivers, and the district round the mouth of the Clyde (from Glasgow and Greenock in Scotland to Belfast in Ireland).

<sup>1</sup>) Since 1850, the river Tyne has been deepened and improved as a waterway in every manner; and there is now a depth of twenty feet of water even at low tide for the whole distance from Shields to Newcastle.

<sup>2</sup>) Darlington is "the cradle of the English railway-system". The line from Darlington to Stockton (1825) was the first line, on which locomotives were used.





Fig. 24. Industrial England, Leeds on the Aire.

engaged<sup>1)</sup>. *Hull*, on the Humber, ranking next to Newcastle as a sea-port, has large trade with the North Sea and the Baltic ports. Far to the south, in the latitude of Liverpool, *Sheffield*, on another tributary of the Ouse, is renowned for cutlery; you scarcely see a knife, a pair of scissors, a razor or any other edged tool in the hands of an Englishman that is not marked “Sheffield” on its blade.

Wandering from Leeds and Sheffield to the west, we soon reach the Lancashire coal and manufacturing district. Nearly in the latitude of Leeds and Bradford is *Preston*, not far from the west coast; and from this cotton town to Liverpool and to Manchester we find one large manufacturing town following the other; the most populous are: *Blackburn*, *Bolton*, *Oldham* and *Salford*.

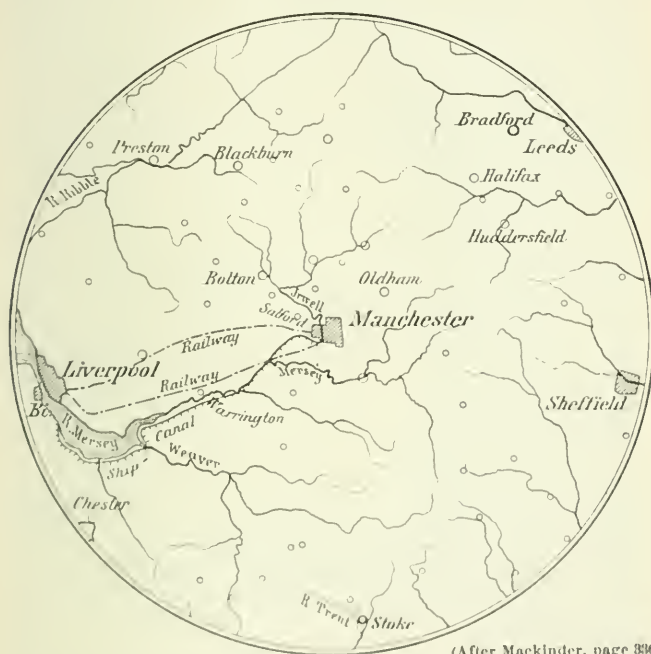
*Salford* stands on the Irwell, a tributary of the Mersey. It is opposite *Manchester*, the great cotton capital, to which it is joined by bridges; the two make one monster crowded town, or city, for Manchester is a bishop’s see. It has a University, and is one of the richest cities in the world.

Manchester is a sea-port now, for it has been connected with Liverpool by a huge canal, the

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<sup>1)</sup> It has been proposed to make a ship-canal from the Humber to Leeds; and this would have the effect of putting the great wool capital of England on the same footing as Manchester, the great cotton capital. (The same proposal has been made in regard to Birmingham.)

Manchester Ship Canal (Fig. 25), which cost fifteen millions of pound to build. *Liverpool-Bootle* and *Birkenhead*, on the estuary of the Mersey, are a single commercial organism, bound together by



(After Mackinder, page 306.)

Fig. 25. The Towns within a radius of thirty-five miles of Manchester. Total population within the circle about eight millions in 1901.

ferries and a railway tunnel (about three quarters of a mile long, running under the bed of the estuary). Liverpool is the second sea-port of the empire and the chief seat of the "American or

trans-Atlantic trade". It is the port not only of Manchester, or the Manchester district, but, for many purposes, of all the great industrial area which lies between Liverpool, Leeds, and Birmingham (Fig. 25). Several lines of steamers ply between Liverpool and America (Cunard Line, White Star Line, etc.). But Liverpool has, in addition, lines to all parts of the world. Every one who sails up the Mersey and sees the forests of masts which rise from the splendid line of the Liverpool docks (over seven miles long), must admit that the broad bosom of this river is one of the grandest of all the marine sights in England. Canals and lines of railway join Liverpool with all the ports of the country, but the most important are those which unite it with the cotton mills, coal mines, and great trade centres of Lancashire and Yorkshire.

*The rest of Industrial England.* — From Manchester and Sheffield Industrial England extends far to the south.

The North Staffordshire coal-field is the district of the *Pottery Towns*, in or near the upper basin of the Trent. The people who live here make earthenware, which is sent all over the world. *Stoke-upon-Trent* is the great centre of the Potteries. The Grand Trunk Canal goes through the Potteries, bringing materials from the south of England and carrying away cups and jugs and plates to one of the two great ports which the canal connects, Liverpool and Hull.

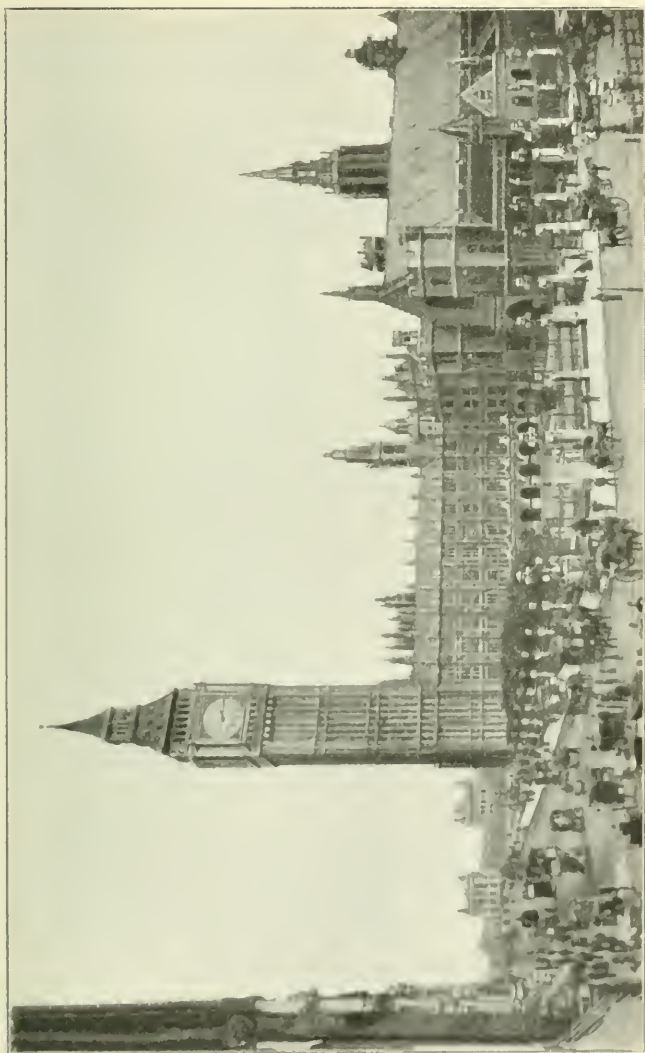


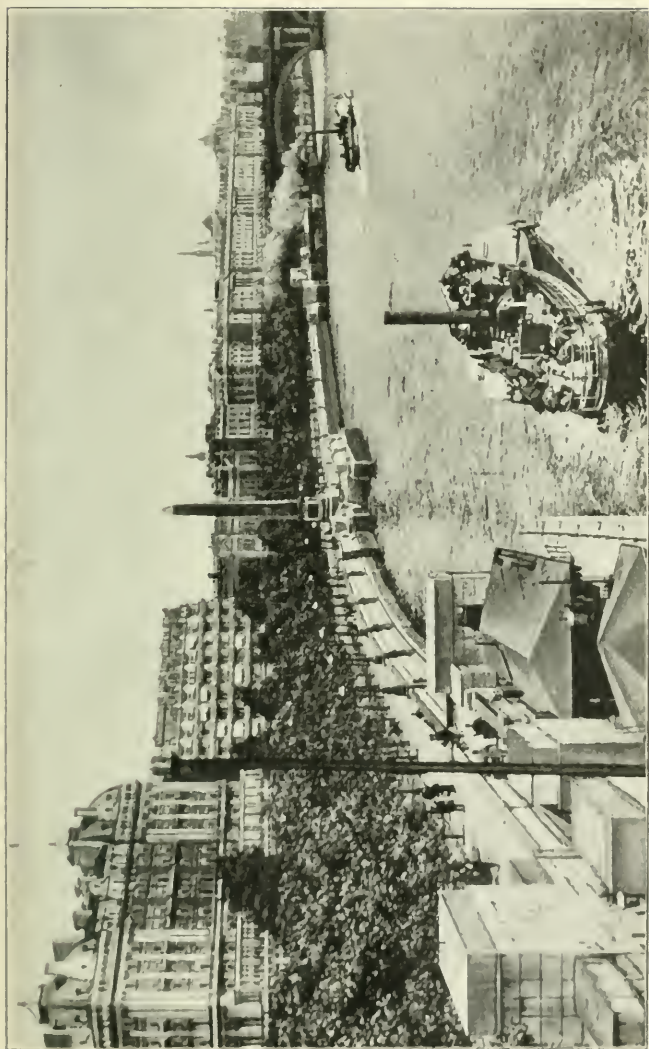
Fig. 26. Clock Tower and Entrance to House of Commons, London.

The South Staffordshire coal-field is still more important. It must be ranked among the oldest iron-making districts in the kingdom. Coal, to burn in the blast furnaces, iron ore, to be melted there, and limestone, to fuse the iron, are all found close together, and, often, in the same mine. This district, one of the busiest in the world, full of towns and black smoke, is called the "Black Country". From *Wolverhampton* to *Birmingham* the different towns or villages make, as it were, one large manufacturing district containing far more than a million people.

Birmingham, standing on the eastern edge of this coal-field, though in Warwickshire (Fig. 13), is the capital of the Midlands. It is about equally distant by rail from Liverpool and Bristol, and only a little more remote from London and Hull. Its name is known in every corner of the globe as the great mart for iron, steel, and metal goods of all kinds, even from a button to a steam-engine, and from a steel-pen to a gold watch (the "toy shop of Europe"). Here soldiers are provided with rifles, peasants with spades, scythes, and axes, housewives with fire-irons, kettles, and pans, needles and thimbles.

South of Sheffield and east of Stoke, there are *Derby*, a great central railway station, and *Nottingham*, on the Trent, which, with *Leicester*, form the centres of a busy district where cotton and woollen hose, silk stockings and lace are chiefly manufactured.





Cecil Hotel.

Savoy Hotel.

Cleopatra's Needle.

Somerset House  
(Great Government Offices).

Waterloo Br.

Fig. 27. Thames Embankment.

South of Leicester, in the east corner of Warwickshire, is *Rugby*, a noted railway junction, with its famous school (Fig. 13). —

*Bristol* (in Gloucestershire), standing on the Lower Avon (made navigable for vessels of large tonnage), may, by virtue of its coal-fields, be regarded as belonging to Industrial England. It is one of the principal sea-ports of England (trade chiefly with the Mediterranean, America, and Ireland), and the seat of a University College. From this famous old port the Cabots sailed in 1497 to set foot on the mainland of America (Newfoundland). It was Bristol also that sent the first steamer across the Atlantic Ocean in 1838.

Bristol (360) is opposite the coast of South Wales. The South Wales coal-field<sup>1)</sup> covers a wide area, where the country is dotted with iron and steel works; railways cross and recross each other; the Cardiff Canal runs from the centre of this important manufacturing district to the coast of *Cardiff*<sup>2)</sup> (200), which may be considered the capital of Wales. As a sea-port it ranks with Liverpool next to London. *Swansea* is also a very busy port. Like Cardiff, it exports the rich minerals of South Wales; but it is also noted for

<sup>1)</sup> The coal of South Wales is largely of anthracitic character; it is the chief source of the smokeless fuel employed by the war fleets and the mail steamers of the world. It is the one raw product still exported on a vast scale by Britain.

<sup>2)</sup> Cardiff now exports more coal than any other sea-port in the world.



its copperworks, the copper ore being imported from Cornwall and Devonshire as well as from foreign countries.

### b) In Metropolitan England.

On the Thames stands the Great City<sup>1)</sup> (Fig. 28), which has grown with each addition to the territory

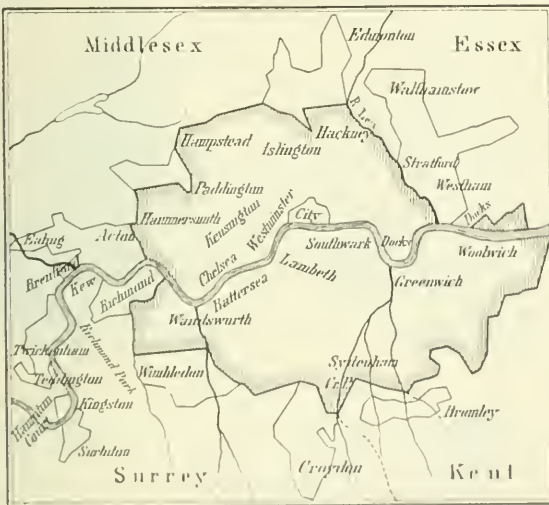


Fig. 28

City of London (673 acres; 640 acres = 1 square mile).

Administrative County of London . . . . .	ab. 5 000 000 inh
Greater London, as constituting a single mass of buildings (from Croydon to Edmonton, from Ealing to Woolwich) . . . . .	" 6 000 000 "
[Greater London = Metropolitan Police district . . . . .	" 7 000 000 " ]

<sup>1)</sup> London is, since 1888, formed into a separate administrative county, which covers an area of 117 square miles in the counties of Middlesex, Surrey, and Kent. The county is 111 times bigger than the City.

ruled from it, each increase of the population for which it is a distributing centre, each bettering of the means of communication enabling it to outbid the local sub-centres. *London* is the one

a) In 1700 (before the Industrial Revolution).      b) In 1901 (after the Ind. Rev.).

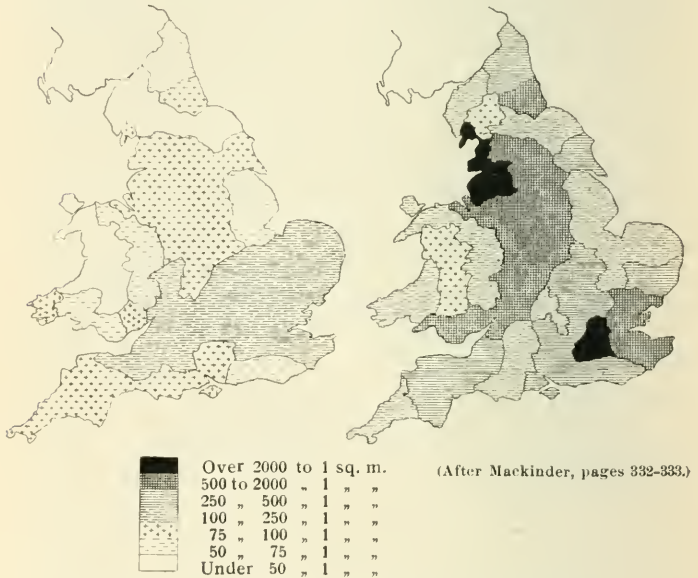


Fig. 29. The Distribution of Population in England.

community of Britain whose long continued importance places it in the category of the great historic cities of Europe. In the Middle Ages, when Britain was a pastoral country and wool the staple export, London was a large town, and all the other centres of the land, as measured by

modern standards, merely villages. Until within the last two centuries north-western England was poor and thinly peopled; now it has become Industrial England, balancing Metropolitan England (Fig. 29).

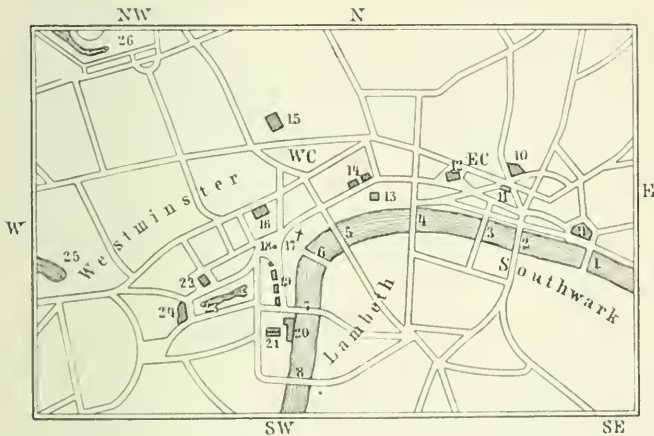


Fig. 30. Heart of London.

- |                      |  |   |
|----------------------|--|---|
| 1. Tower Bridge      | 13. Temple                                 | 21. Westminster Abbey                                   |
| 2. London Br.        | 14. Courts of Justice                      | 22. St. James's Pal.                                    |
| 3. Southwark Br.     | 15. British Museum                         | 23. St. James's Park                                    |
| 4. Blackfriars Br.   | 16. National Gallery                       | 24. Buckingham Pal. in Green Park                       |
| 5. Waterloo Br.      | 17. Charing Cross Station                  | 25. Hyde Park (and Kensington Gardens, etc.)            |
| 6. Charing Cross Br. | 18. Trafalgar Square with Nelson's Column  | 26. Regent's Park (with Zoological and Botanic Gardens) |
| 7. Westminster Br.   | 19. Government Office-houses and Whitehall |   |
| 8. Lambeth Br.       | 20. Houses of Parliament                   |   |
| 9. Tower             |  |   |
| 10. Bank of England  |  |   |
| 11. Mansion House    |  |   |
| 12. St. Paul's       |  |   |

The *City*<sup>1)</sup>, the place of business, is the nucleus of London (Fig. 28 and 30). *London Bridge*,

<sup>1)</sup> Only about 30 000 people sleep within its bounds, though over a million flock there day by day.

*St. Paul's Cathedral*, the *Mansion House* (Residence of the Lord Mayor of the City), the *Royal Exchange*, and the *Bank of England* are its significant monuments. West of the City were the ancient *palaces* of *Westminster* and *Whitehall*, for



(Arnold-Forster, *Our Great City*.)

Fig. 31. St. Paul's Cathedral.

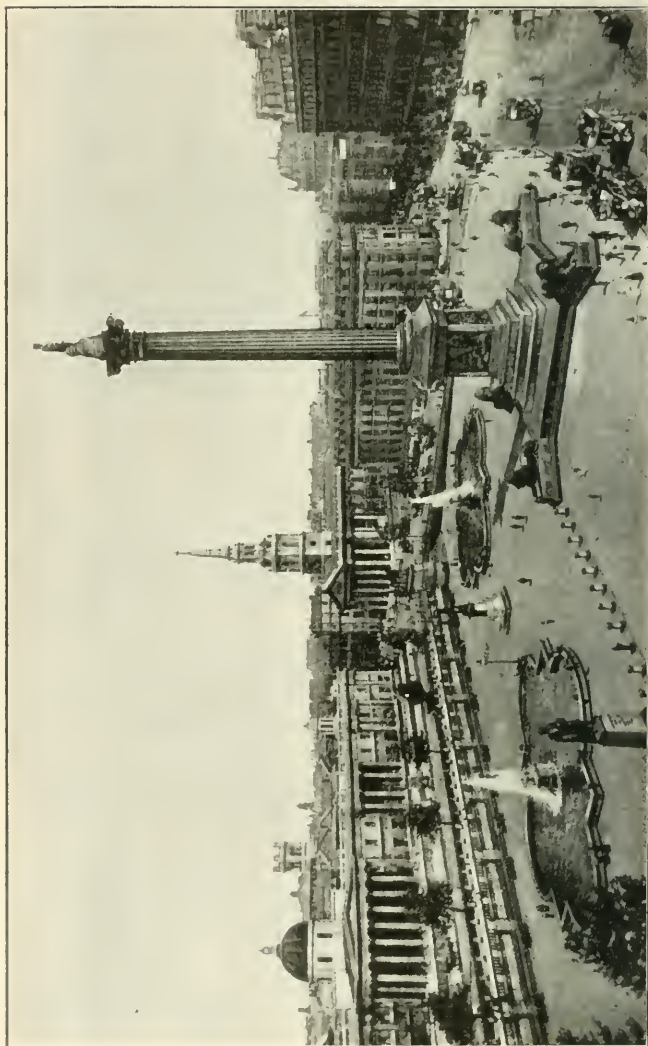
the rule of the country was necessarily drawn to the neighbourhood of the great centre, to which all news came and whence all roads led. The relative complexity of modern government is indicated by the *Houses of Parliament*, and by the *Public Offices* erected beside the Royal Palaces. Between



Fig. 32. Mansion House and Queen Victoria Street, City of London.



Fig. 33. The Royal Exchange.



National Gallery and N. Portrait Gallery.

St. Martin's.

The Nelson Column.

Fig. 34. Trafalgar Square.



the City and Westminster are the *Law Courts* and the *Temple*, the seats of justice and of the study of the law; to northward and westward have arisen large residential quarters dependent on Westminster, the City, and the Temple. Here are the chief artistic, literary, and scientific circles of Britain, and here, therefore, the imperial treasure-houses, the *British Museum* and the *National Gallery*. Eastward of

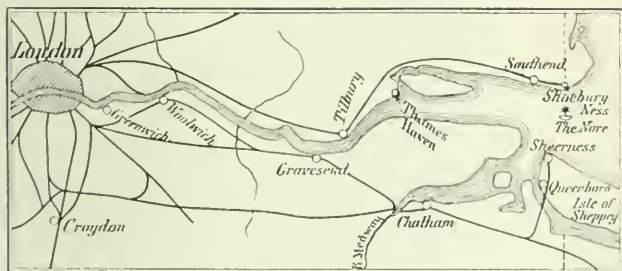


Fig. 35. The Port of London.

(At the Nore Light [generally regarded as the mouth of the river] the Thames is 6 miles broad.)

the City, below London Bridge, is the *Port of London* (Fig. 35), with its great series of *docks*<sup>1)</sup> and its *outports* for shipping of heavy burden at *Tilbury* and *Gravesend*. North-eastward of the City, and south of the river, are the *industrial quarters*, which together constitute London the largest manufacturing town of the land. They have no single

<sup>1)</sup> From London Bridge to Tilbury (24 miles) there are a series of the most magnificent docks in the world (London Docks, Victoria Docks, East India Docks, Victoria and Albert Docks, Tilbury Docks, etc.).

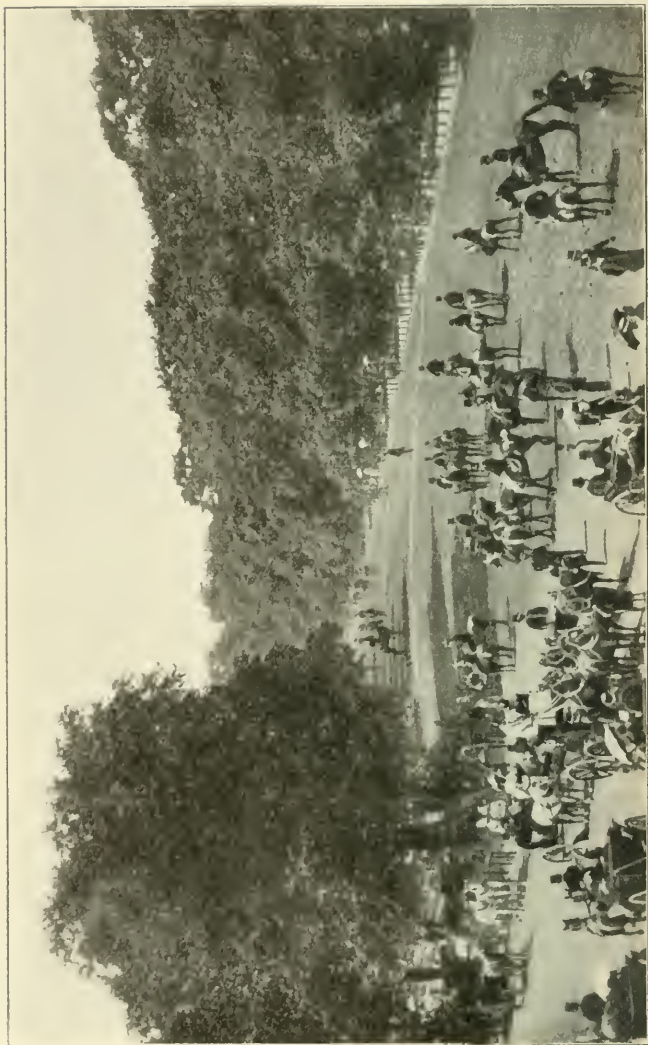


Fig. 36. Hyde Park.



characteristic industry, but are employed for the most part in the miscellaneous trades which wait upon the necessities and the luxuries of a great capital.

The north and south parts of London are joined by no less than *20 bridges*. The only



Fig. 37. The Tower Bridge.

bridge which spans the river below London Bridge is the new Tower Bridge, which opens to allow vessels to pass up and down the stream.

Outside all (Fig. 28, 35; Map of England) is a *vast ring of suburbs*, of which *Greenwich*<sup>1)</sup> and

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<sup>1)</sup> With the Royal Observatory, from which longitude is usually reckoned. "Greenwich time" is the time for England and Scotland. Irish time, however, is about 25 minutes later than British time.

*Woolwich*<sup>1)</sup>, *Kingston* and *Richmond*<sup>2)</sup> are historic. Even *Windsor*<sup>3)</sup> is a royal suburb dependant upon Westminster. The life of the great metropolis at the beginning of the twentieth century exhibits a daily throb as of a huge pulsatory heart. Every evening half a million of men are sent in



Fig. 38. Westminster Abbey, London.

<sup>1)</sup> With the chief naval arsenal of England.

<sup>2)</sup> Both in Surrey, with beautiful scenery.

<sup>3)</sup> Kingly Windsor, in Berkshire, the principal residence of English Sovereigns from the time of William the Conqueror, with noble castle, forest, and park. — Opposite Windsor is Eton, in Buckinghamshire, the seat of the largest and greatest English public school for boys of the higher classes.

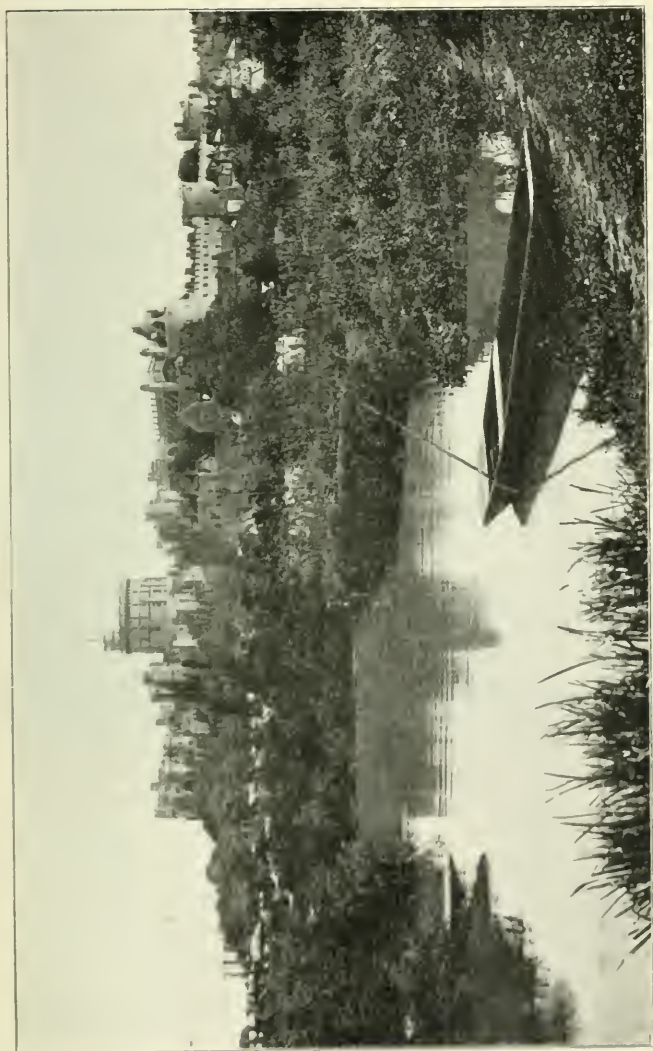


Fig 39. Windsor Castle, from the Thames.

quick streams, like corpuscles in the arteries, along the railways and the trunk roads outward to the suburbs. Every morning they return, crowding into the square mile or two, wherein the exchanges of the world are finally adjusted. Perhaps London Bridge is still the most thronged of the ducts, through which the humanity of London ebbs and flows; more than half a million human beings cross it every day.

In a manner all south-eastern England is a single urban community; for steam and electricity are changing our geographical conceptions. A city in an economic sense is no longer an area covered continuously with streets and houses. The wives and the children of the merchants, even of the more prosperous of the artisans, live without — beyond green fields — where the men only sleep and pass the Sabbath. The metropolis in the largest meaning includes all the counties for whose inhabitants London is "Town", whose men do business there, whose women buy and spend there, whose morning paper is printed there, whose standard of thought is determined there. East Anglia and the west of England possess a certain independence by virtue of their comparatively remote position, but, for various reasons, even they belong to Metropolitan England. Birmingham, in Industrial England, is the nearest independent community, with its own heartbeat, with its own daily newspapers, with subject boroughs which call it "Town".

The *Postal Traffic* of the metropolis is very extensive. The number of letters, post-cards, newspapers, book-packets, patterns, samples, parcels, and the amount of money sent by post-office-orders is enormous. The town is divided into eight



(Photoglob Co., Zürich.)

Fig. 40. Roman Baths. Bath.

*Postal Districts* (Fig. 30), which are designated by the capital letters E. (— the Eastern district), S. E. (South-East), E. C. (East Central), W. C. (West Central), and so on. Each has its district post-office.

The greatest *railway lines* of England begin in London, as all the waterways of the globe, all the great lines of navigation lead to it. By the

*Great Western*, the oldest of the English railway lines, you may go by Windsor and Reading to Bath<sup>1)</sup> and Bristol; a branch line runs to Oxford, on the Thames, “the fair city with its dreaming spires”, famous for its great University, the oldest and richest in England, and to Birmingham. The *London and North-Western* main line runs from London to Carlisle (in Cumberland); a branch of it goes through the north of Wales and ends at Holyhead. The *Midland Railway* runs from London to Derby, Sheffield, Leeds and Carlisle. The *Great Northern Railway* runs from London to York. The *Great Eastern* connects London with the east coast, running to Yarmouth by way either of

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<sup>1)</sup> Bath, the chief place in Somerset (the old Roman bath “Aquae Sulis”), is a handsome town of 50000 inhabitants, beautifully situated in the valley of the Avon and in the slopes of the surrounding hills, and is perhaps unrivalled among provincial English towns for its combination of archaeological, historic, scenic, and social interest. It is a city of crescents and terraces, built in a very substantial manner of a fine yellow limestone, and rising tier above tier to a height of about 600 feet. It reached the zenith of its prosperity in the 18<sup>th</sup> century, when it became for a time the most fashionable watering-place in England. Among the innumerable visitors of eminence in the 18<sup>th</sup> and early 19<sup>th</sup> century may be mentioned Chatham, Pitt, Canning, and Burke, Nelson and Wolfe, Gainsborough, Smollett, Fielding, Sheridan, Goldsmith, Cowper, Wordsworth, Southey, Scott and Moore. Perhaps no other English town of the size has oftener been the theme of literary allusion — from “Humphrey Clinker” and the “School for Scandal” down to the “Papers of the Pickwick Club”.



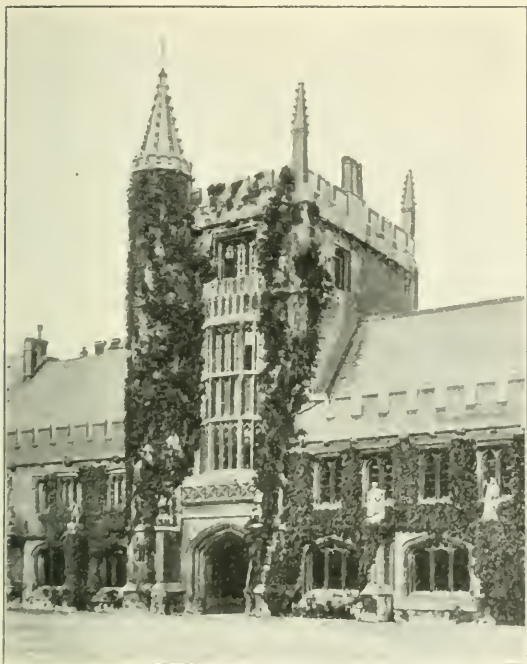


Fig. 41. Magdalen College, Oxford.



Fig. 42. Christ Church and Dining Hall, Oxford.



Cambridge-Norwich<sup>1)</sup> or Colchester (Harwich)-Ipswich<sup>2)</sup>. The *London, Chatham and Dover* line runs from London through Chatham<sup>3)</sup> and Canterbury<sup>4)</sup> to Dover (and Ramsgate-Margate). The *South-Eastern* Railway runs from London to Dover, passing through Folkestone. The *London, Brighton and South Coast* line connects London with Brighton (150) in Sussex (— to be reached in an hour —) and other sea side resorts of the south coast. The *London and South-Western* Railway runs from London to Salisbury<sup>5)</sup>, Exeter, Penzance, and to other towns and harbours of the south-west of England (Winchester-Southampton, Plymouth-Devonport).

<sup>1)</sup> Cambridge, on the Cam, between London and the Wash, is, like Oxford, the seat of one of the old English universities. — Norwich, the largest town in the East, is an ancient city (in Norfolk), once the centre of the woollen trade and the third city of the kingdom, taking rank after London and Bristol.

<sup>2)</sup> Colchester, in Essex, a very old town, which existed even in the time of the Romans. — Ipswich is the county-town of Suffolk.

<sup>3)</sup> Chatham, one of the great Government naval and military depôts (with Woolwich and Sheerness), chief station of the Engineers. — Sheerness, “the key of the Thames”, and Queenborough (Flushing-Queenboro’!), both in the isle of Sheppey (Fig. 35), are connected by a railway with the London, Chatham and Dover line.

<sup>4)</sup> Canterbury, in Kent, the see of the “Primate of All England”. In the fine Cathedral Thomas a Becket was murdered in 1170.

<sup>5)</sup> Salisbury Cathedral is one of the most graceful in England, and has the highest spire (404 feet = 123 m : 34 feet higher than St. Paul’s).

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### III. Scotland.

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#### Physical Features.

*Scotland* is a land of rugged mountains with only a limited area for cultivation (the Lowlands). The northern part of it resembles Scandinavia in its scenery, its coast line, and the large number of islands.

All the *principal ranges of mountains* extend across the country from south-west to north-east.

They may be divided into three principal groups:

1. The *Lowland and Cheviot Hills*<sup>1</sup>).

2. The *Grampian or Southern Highlands*, the highest of the British uplands, and by far the most massive in outline, especially towards the east: highest summit *Ben Nevis*, about 1350 metres<sup>2</sup>).

3. The *Northern Highlands*.

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<sup>1</sup> The district where England and Scotland meet is called the Borders. In English and Scottish history they are famous as the scene of many battles between the fighting men of the two countries.

<sup>2</sup>) The moors amid these mountains are covered with heather. On all of them grouse and other wild birds are plentiful.

Midway between the Grampians and the ranges of the south there is a *Central Plain* (a hilly di-

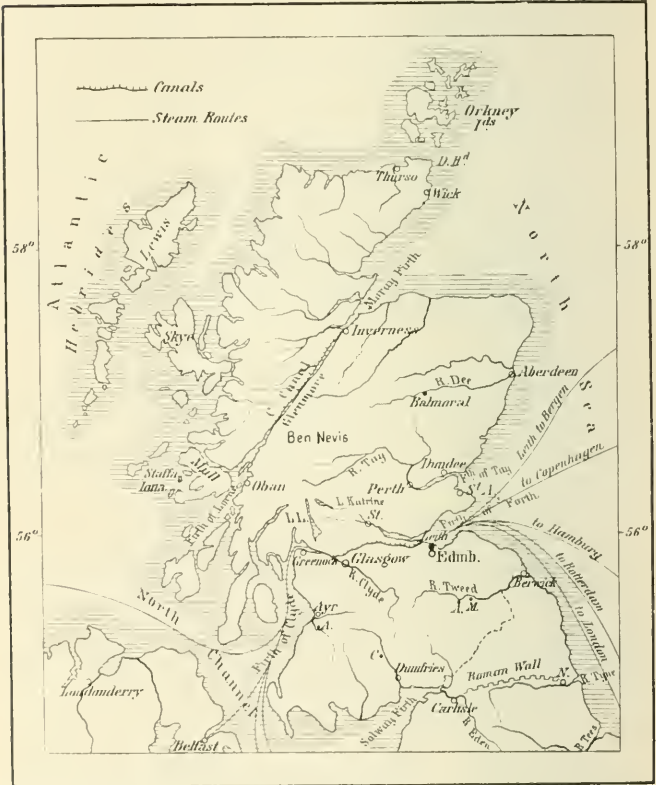


Fig. 43. Scotland.

strict), extending from the Firths of Forth and Tay, south-west to the Firth of Clyde. This country is rich in minerals (coal, iron, lead). The Firth



(Valentine & Sons, Dundee.)

Fig. 14. Loch Katrine and Ellen's Isle.

of Clyde (the most important inlet in Scotland) and the Firth of Forth are connected by a canal (38 miles long).

The Southern Highlands are separated from the Northern Highlands by the large Moray Firth and the Great Glen or Glenmore (— with its chain of lakes and the Caledonian Canal connecting sea with sea across the land —) which extends from the Moray Firth to the Atlantic (Firth of Lorne).

Scotland, the country of Burns<sup>1)</sup>, Scott, and Carlyle<sup>2)</sup>, abounds with *lakes* ("Lochs"), especially in the middle and northern divisions of the country. The district round *Loch Katrine* (with Ellen's Isle) and *Loch Lomond* ("the Queen of Scottish Lakes") has become famous through the poem of Sir W. Scott, called "the Lady of the Lake".

All the *principal rivers* of Scotland, the *Tweed*, the *Forth*, the *Tay*, the *Dee*, flow toward the east, except the *Clyde*, which flows to the west.

Much has been said and sung by Scottish writers of the beauty of the river Tweed, and the many smaller streams, which join it during its course. Green meadows and graceful woods skirt

<sup>1)</sup> Ayr is interesting as the centre of the „Burns Country“. Burns was born in the parish of Alloway. Since 1791 he lived at Dumfries, where he died in 1796.

<sup>2)</sup> Dumfries-shire is also the country of Carlyle. Craigenputtock is the lonely moorland farmhouse, in which Carlyle lived for six years (1828--1834) and wrote "Sartor Resartus".



(Valentine & Sons, Ltd., Dundee.)

Fig. 45. Abbotsford, from the Tweed.

its banks, with lordly mansions, old abbeys and ruined castles here and there<sup>1)</sup>).

At Glasgow the Clyde<sup>2)</sup> becomes a tidal river, and one of the great commercial highways of the world. On both banks lie coal-fields and iron-mines; and the Clyde carries on its breast the

<sup>1)</sup> Sir W. Scott has done much in his writings to make known the rich beauty of this district. So much is this the case, that Tweedside is often spoken of as "The Land of Scott". Abbotsford, where Sir Walter lived and wrote most of the Waverley Novels, and Dryburgh Abbey, where he was buried, are both on the banks of the Tweed.

<sup>2)</sup> "Glasgow has made the Clyde, and the Clyde has made Glasgow."

rich produce of these. It is also the greatest ship-building river in the world. From Glasgow to Greenock the river resounds with the din of hammers and the clank of iron, and looks like one vast ship-building yard.

## Population.

The *population* of Scotland is about 4 500 000. The few people in the Highlands only (Fig. 2) belong to the Celtic race and speak a variety of the Celtic language. Their national dress is an interesting survival of ancient Celtic usage. In the Lowlands, and the whole of the eastern coasts, the people are mostly of Anglo-Saxon and Scandinavian origin.

The Scotch are a hardy people, brave, hard-working, persevering, fond of freedom, and just as fond of their opinions. Many of them emigrate; and most of those who go to America, Australia, or to other colonies, rise to be rich, powerful, and respected. They have always set a very high value upon education.

## Towns.

*Edinburgh*, the capital of Scotland, is one of the most beautiful and picturesque cities in Europe. It is nearly surrounded by hills; and near the centre stands the Castle, on a precipitous rock, 440 feet high. From this a ridge, on which the Old Town is built, slopes for about a mile to



Holyrood, the palace of the Stuarts. In Princess Street Gardens, near the Waverley Station, rises the magnificent Scott Monument. Edinburgh ("the Modern Athens") has a university of great note.



(Valentine & Sons, Dundee.)

Fig. 46. Highland Piper.

It is the seat of the Scottish law-courts, and is famous for its literary and scientific institutions.

*Leith* is the important sea-port of Edinburgh. It has a large Baltic trade. There is a regular steamship-service between Leith and Hamburg. —

With their suburbs Edinburgh and Leith form a city of half a million inhabitants.

No isolated crag, crowned by a castle, formed the centre of *Glasgow*, on the canalised Clyde. Its



Fig. 47. (The British Isles, Cassell & Co.,  
Ltd., London.)  
The Scott Monument, Edinburgh.

first growth was due to the convergence of many lines of communication. As is commemorated by its ancient University and Cathedral, Glasgow was important even in the days when Edinburgh was



(The British Isles, Cassell & Co., Ltd., London.)

Fig 48. Holyrood at Eventide.

the court of kings and still indisputably the Metropolis of Scotland. During the last century the industry of the northern kingdom has been centralised in Glasgow, the centre of a district ("the Clyde field of industry") abounding with coal and iron. With its suburbs Glasgow has now



(Valentine & Sons, Dundee.)

Fig. 49. Stirling Castle.

nearly a million inhabitants, and is the second city in the United Kingdom. As a port it almost ranks with Liverpool<sup>1)</sup>; as a seat of industry it rivals Manchester. But around there is no ring

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<sup>1)</sup> Deep-sea steamers ply from Glasgow to all parts of Great-Britain and Ireland, and indeed to all parts of the world.

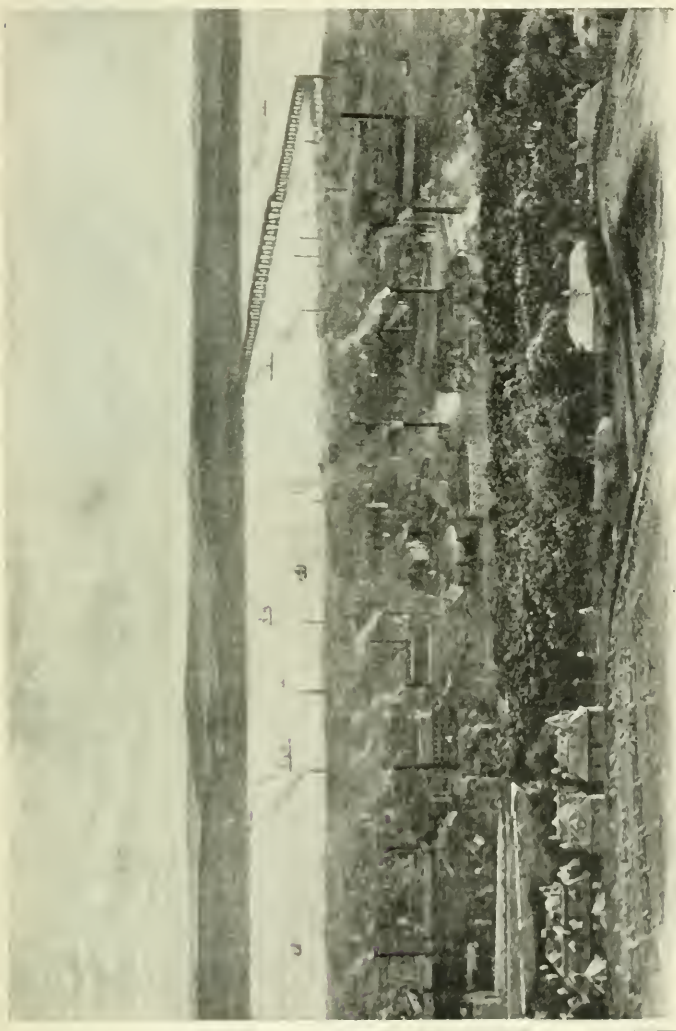


Fig. 50. Dundee and the Tay Bridge.  
(The British Isles, Cassell & Co., Ltd., London.)



Fig. 51. The Forth Bridge.

of great towns comparable to the secondary towns of Lancashire.

Glasgow obtains her water supply from Loch Katrine.

*Port-Glasgow* and *Greenock* are sea-ports. Greenock was the birth-place of James Watt, the improver of the steam-engine.

From Glasgow the Caledonian railway runs to *Stirling*, *Perth*, *Dundee*, *Aberdeen*.

Stirling Castle, perched on a high rock<sup>1)</sup>, was the favourite residence of the Scottish kings. Near it is Bannockburn, where Robert the Bruce

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<sup>1)</sup> Viewed from Stirling Castle, the Forth twists and winds like a ribbon of silver through a rich, fertile country.



gained his celebrated victory over Edward II of England in 1314.

Perth, at one time the capital of Scotland, stands on the Tay. Dundee (170), standing on the Firth of Tay, has grown to a size four times as great as that of any other town between Glasgow and Aberdeen, a fact now due to the jute industry rather than to the whale fishery, which in its more prosperous days had one of its chief bases at this port. Since the rise of Dundee, a direct railway has been constructed from Edinburgh, which crosses the Firths of Forth and Tay by bridges ranking among the great engineering achievements of the last century.

Aberdeen on the mouth of the river Dee, is a handsome town built chiefly of granite, and an important sea-port of 150000 inhabitants, with granite-polishing, ship-building, paper-making, and large trade (in granite monuments, cattle etc.). Aberdeen is the seat of a university. — Forty miles inland, on the upper Dee, is Balmoral, a village of celebrity (long the Highland home of Queen Victoria). Near the sources of the Dee are the highest mountains in Scotland with the exception of Ben Nevis.

*Inverness* (22), on the Moray Firth, at the north end of the Caledonian Canal, is the capital of the Northern Highlands. It is connected with Aberdeen and Perth-Dundee by railways.



## IV. Ireland.

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### Physical Features.

*Ireland*, a very rainy country, is bounded on the East by the North Channel, Irish Sea, and St. George's Channel, on the south, west and north by the Atlantic Ocean. It is a little larger than Scotland. Its area is little more than one-third of the area of Great-Britain.

Ireland has no backbone and no geographical centre. The greater part of the surface is so low, and the natural drainage is so imperfect, that the bogs of Ireland are a great feature of the country. The island may be said to be like a shallow dish, the rim of which stands for the hills, and the middle for the plain. The hills are most numerous in the north and west.

Just as in England and Scotland, the west shores are the most broken. The *island* most spoken of is *Valentia*, in the south-west (first cable-telegraph from Valentia to New-Foundland: 1866).

The *lakes* of Ireland are numerous: the largest of them, west of Belfast, covers the same area as the Bodensee. The *lakes of Killarney*,



Fig 52 Killarney, General View of Lakes,

(Photoglob Co., Zürich.)

upper, middle, and lower, lie amid beautiful scenery among the Kerry mountains, in the south-west.

Few of the Irish *rivers* have elevated sources, and many of them are navigable for a great part of their course. The largest river is the *Shannon*<sup>1)</sup> 220 miles long, and navigable for 210. In its



(Photoglob Co., Zürich.)

Fig. 53. Killarney, The upper lake.

course it widens out, so as to form several lakes<sup>2)</sup>. The estuary below Limerick is about sixty miles in length, and is from one to eight miles wide.

<sup>1)</sup> The Shannon is famous for its salmon.

<sup>2)</sup> To the east of them are the villages of Pallas (Goldsmith's birth-place) and Lissoy (= "Sweet Auburn", in the "Deserted Village").

## Population.

The *population* (which is diminishing) is now about 4 000 000. In 1841, it was over eight millions. During the second half of the 19<sup>th</sup> century, about 4 million Irish persons left the country with the

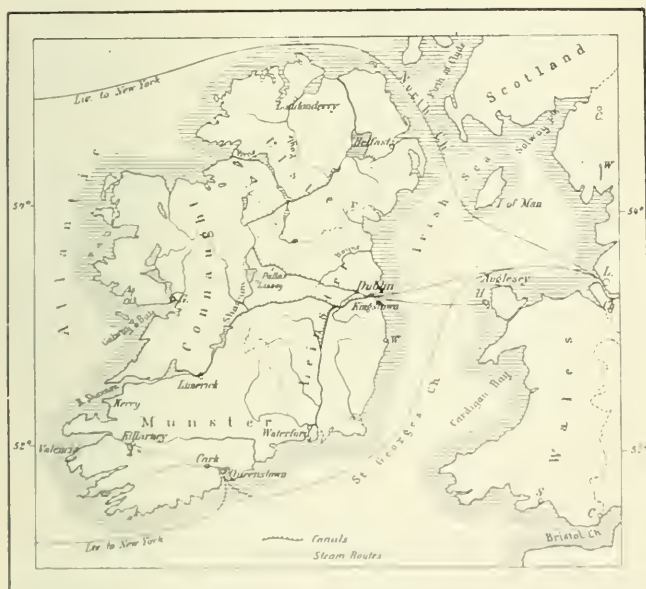


Fig. 54 Ireland.

intention of settling elsewhere. The high proportion of old people enumerated in Ireland is mainly accounted for by this excessive emigration.

The native Irish — a branch of the Celtic family — formerly spoke the Erse language, which

is allied to the Gælic in Scotland, but is now little used except in the west parts of Connaught (Fig. 2).

## Towns.

*Dublin* (375), the capital of Ireland, stands on the beautiful Dublin Bay, in Leinster, and is situated in the midst of the east coast. It is the nucleus of communications throughout Ireland, whether by canal or railroad. It is connected by waterways with Belfast (in Ulster), Limerick and Waterford (in Munster). Three trunk railways run from Dublin to Limerick-Cork, to Galway (in Connaught), to Belfast-Londonderry<sup>1</sup>). To an extraordinary extent, therefore, the life of Ireland is centralised in Dublin, the residence of the viceroy, the seat of the University of Trinity College<sup>2</sup>). Cork, Waterford, and Limerick export the cattle of the south, and Londonderry<sup>3</sup>) and Belfast (which are able to get coal cheaply from Scotland) the manufactured products of the north, but Dublin, opposite to Chester, Liverpool and Holyhead, is the centre of distribution for the whole island.

A few miles south-east of Dublin, also on the Dublin Bay, is *Kingstown*, the mail-packet station to Holyhead, from which the distance is 64 miles.

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<sup>1</sup>) The Great Southern and Western, the Midland Great Western, the Great Northern.

<sup>2</sup>) Here studied Swift and Goldsmith, and many other famous Irishmen.

<sup>3</sup>) Londonderry is best known for a siege, in which the inhabitants, headed by a clergyman, held out for weeks against the forces of James II., in 1689.

The county of Wicklow, called the Garden of Ireland, is within easy reach of Dublin by train. Amid the mountains that cover most of the county, there are many beautiful spots.

*Cork* (100), in Munster, on the south-coast, has one of the finest natural harbours in the world. On an island in it stands *Queenstown*, the port, at which steamers, plying between Liverpool and New York, receive and unload the mails.

In that part of the Ulster coast which contains the cities of *Londonderry* and *Belfast*<sup>1)</sup> (one-sixth of the surface of Ireland) are grown more than a third of the oats, more than a third of the potatoes, and all the flax of Ireland. Linen weaving is the characteristic industry, but Belfast, importing coal and iron from Great-Britain, has become one of the great centres of English ship-building. It has now a population amounting to more than 350000, among whom Protestants of Scotch origin are the dominant section. A group of smaller towns stud the district around.

<sup>1)</sup> Belfast may be called the "Liverpool of Ireland".

## Appendix.

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### **The British Dominions beyond the Seas.**

The *British Empire* is the largest Empire on the face of the globe. It is also the wealthiest—that is, it contains the greatest and most various resources. The sun never rises upon it and never sets. It stretches through all latitudes, over all longitudes; it includes all climates; its dominion extends over all the seas and oceans of the world; it holds the keys of all the water-ways upon the planet; and every part of it is joined to every other part and to the whole either by lines of steamships, or by railways, or by telegraphs. Though the size of the island which rules this vast and widespread Empire is only one-hundredth part of the Empire itself, its ships carry half the sea-borne commerce of the whole world. The area of the Empire is the area of three Europes. It is equal to one-fifth of all the land on the globe. The population of the British Empire is about 400<sup>1)</sup> millions (“Whites” 60 millions, “Coloured” 340 millions).

This Empire, lying as it does in all latitudes, furnishes its inhabitants with an almost infinite

<sup>1)</sup> Asia: 300 mill., Africa: 43 mill., America: 8 mill., Australia: 5 mill., United Kingdom: 44 mill.



variety of products; and the interchange of these gives birth to a commerce immensely greater than the world ever saw before. Everything necessary to civilised life and to trade is produced in it. It possesses the great wheat granaries in Canada, Australia, India, South Africa, Egypt. It has the largest wool-markets of the world; and in wool and wool-manufactures England has been pre-eminent since the time of Edward III. It possesses the largest and richest timber-forests on the globe. It can boast of the richest gold and diamond-mines.

The *Foreign Possessions* of the United Kingdom admit of the following classification:

- a) The *British Empire in India*.
- b) *Crown Colonies*, as Gibraltar, Hong-Kong, etc<sup>1)</sup>.
- c) *Colonies possessing Responsible Government*, as Victoria, Canada, the Cape, Newfoundland, etc.; or *Representative Institutions*, as Malta, Jamaica, etc<sup>1)</sup>.
- d) *Protectorates*, as Basutoland, Zanzibar, the Niger etc.

<sup>1)</sup> Crown Colonies are entirely under the control of the Home Government. Colonies with a Responsible Government are those which have gradually developed a high degree of national independence, and have their own Parliaments.

The Secretary of State appoints the Local Resident Governors of Crown Colonies; the Home Government appoints the Governor to those Colonies which manage their own affairs, and has the right of veto on any Bill passed by the Colonial Parliaments.

These possessions are of the most various kinds — a whole continent (Australia); numerous principalities and dependencies; vast territories; military keys and fortresses; and important trading stations. The principalities and dependencies are in Asia; the vast territories in Africa and America; the military keys and fortresses lie on and guard the route between England and India; and the trading stations (footholds, coaling stations) are to be found all over the world.

In Europe: *Gibraltar* (taken in 1804), at the entrance of the Mediterranean, in Spain, a town and fortified rock, defended by one thousand guns; and the *Maltese Islands* (taken from the French in 1800), near the middle of the Mediterranean, 60 miles south of Sicily<sup>1)</sup> (the head-quarters of the Mediterranean fleet).

In Africa: *Gambia*, *Sierra Leone*, the *Gold Coast*, *Lagos*, and the *Niger Protectorate*; *Ascension* and *St. Helena*; *Cape Colony*<sup>2)</sup>, *Natal*, *Zululand*, *Basutoland*, *Bechuanaland*; the *Orange River Colony* and the *Transvaal*<sup>3)</sup>; *Rhodesia*, *Uganda*,

<sup>1)</sup> A garrison of 6000 men mans the works of Gibraltar, and one of 11000 those of Malta.

<sup>2)</sup> With Cape Town, Port Elizabeth, Kimberley (the centre of the greatest diamond-field in the world). The Cape is the maritime key to India and the East. It was taken from the Dutch in 1806.

<sup>3)</sup> Johannesburg, the most important gold-centre in the world, is by far the largest town of the Transvaal (100).

*British Central Africa* (Nyassa); *Mauritius* (taken from the French in 1810) and some smaller islands in the Indian Ocean; *British East Africa* with *Zanzibar* (island and town); *British Somaliland* (opposite Aden).

In Asia: *Cyprus* (1878); *Perim Island*; *Aden* (1839), the Gibraltar of the Indian Ocean, a coaling station on packet line between Suez and Bombay; *Ceylon*, an island south of Hindostan, about the size of Scotland; *India* (since 1757), more than ten times the size of Great-Britain, including Punjab, Sindh, and Bombay in the west, Madras in south-east, Bengal in north-west, and in Farther India, beyond the Ganges, Assam and Burma; the *Eastern Straits Settlements*, with *Malacca* and *Singapore* (1824), a commercial position of the first importance, midway station between India and China; *North Borneo*; *Hong-Kong* (1842), an island at the mouth of Canton River in China. Hong-Kong is, like Singapore, one of the great world-centres of British commerce.

In Australasia: The *Commonwealth of Australia*, larger than fifty Englands, including the colonies of Queensland (with Brisbane) and New South Wales (with Sidney, 550) in the east; Victoria<sup>1)</sup> with Melbourne (500) and South Australia (with Adelaide) in the south; Western Australia (with Perth) in the west, and Tasmania, south of

<sup>1)</sup> Victoria is one of the principal gold-bearing colonies.

Victoria. *New Zealand*<sup>1)</sup>, a chain of two (or three) islands south-east of Australia, larger than Great-Britain. The *south-eastern part of New Guinea*. The *Fiji Islands* (225 in number), etc.

In America: *Dominion of Canada*, perhaps the brightest jewel in Britain's colonial crown (taken from the French, 1759—63); *Newfoundland* (since 1583); the *Bermuda Islands*, midway between Newfoundland and the West Indies; the *British West India Islands*, between North and South America; *Honduras*, in Central America; *British Guiana*, in the north of South America; the *Falkland Islands*, east of Patagonia.

Besides these possessions, there are many small islands in various parts of the world belonging to Great-Britain.

### **The Great Trade Routes of the Empire. British Ocean Cables.**

The following *great trade routes* of the Empire, arranged in a certain order, may easily be traced out on the map:

1. From England, by way of the Straits of Gibraltar, through the Mediterranean, the Suez Canal, the Red Sea, into the Indian Ocean, and thence by the Straits of Malacca into the China Sea.

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<sup>1)</sup> The chief products of New-Zealand (capital: Wellington) are: coal, iron, gold, timber, gum, flax, wool, hides, preserved meat. New Zealand became a British colony in 1840.

2. The two Australian branches of this line from Ceylon (Colombo), one going through the Indian Ocean to the southern coast of Australia, and the other through the Torres Straits to the eastern coast of the continent.

3. From England, down the west-coast of Africa to the Cape of Good Hope, where this route separates into two lines, one branch going northward to the Indian Seas, the other eastward to Australia, Tasmania and New Zealand.

4. From Australia and New Zealand eastward around Cape Horn, and then northward through the Atlantic Ocean to England.

5. From Great-Britain across the North Atlantic to Halifax (and the St. Lawrence) and the coast of the United States.

6. From Great-Britain to the West India Islands, British Guiana, and Honduras.

7. From British Columbia westward to Japan and Hong-Kong.

8. From British Columbia south-westward through the Pacific (by way of Honolulu) to New Zealand and to Australia.

9. From the eastern ports of Canada southward to the West India Islands.

Numerous ports of call, harbours, naval stations, fortifications, docks, coaling stations, and ocean *cables* secure and protect the British commerce flowing along these main lines.

No less than four cables have been laid across the Atlantic from Ireland to Newfoundland, two

from Ireland to Halifax in Canada (Nova Scotia). From Halifax a branch line has been laid to the great naval station at Bermuda. It is proposed to extend this line to the West Indian colonies.

Next in importance are the lines of communication with the East. Submarine cables are laid from England to Gibraltar, thence through the Mediterranean to Malta, Alexandria, and Suez, and down the Red Sea to Aden. From Aden cables giving communication with all parts of India are laid to Bombay, whence, after passing overland to Madras, they are continued across the Bay of Bengal to Singapore.

From Singapore a line extends northwards to Hong-Kong. The main line is continued by way of Java to Port Darwin, in Australia, from which point it crosses the continent to Adelaide, and thence to Melbourne, Sidney, and other points in Australia. From Melbourne connection is made with Tasmania, and from Sidney with New Zealand.

Another cable route of importance is that which passes down the west-coast of Africa to the Cape of Good Hope, thence overland to Durban, and up the whole east-coast to Aden.







## Ricken, Geography of the British Isles.







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